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The Hongkong Telegraph

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BATTLE WITH ROBBERS.

Sensational Affair at Yaumati

FOUR OF THE ROBBERS CAPTURED.

EUROPEAN POLICE WOUNDED.

A sensational revolver battle between police and robbers took place in Yaumati at 8.30 this morning, resulting in two European police officers (Sergeants Fender and Robertson) and an Indian lance sergeant and a Chinese detective being wounded, whilst four of the robbers were captured, three of them being wounded. The affair arose out of police investigation into an armed robbery.

THE FACTS IN BRIEF.
The story, in brief, is that, in consequence of information of an armed robbery in progress, a party of police, comprising Europeans, Indians and Chinese, proceeded to a house in Canton Road.

The robbers, on being disturbed, began to rush down the stairs out of the house, shooting as they emerged from the building. The police retaliated, and a fierce battle ensued, during which many shots were exchanged. In the course of the fighting, Sergeant Fender was shot in the arm and Sergeant Robertson badly wounded in the stomach. An Indian policeman was also, rather seriously wounded. A Chinese detective was also wounded. All the robbers were armed with automatic pistols, whilst one of them also had a dagger in his possession.

The wounded police and robbers were attended to by Dr. W.B.A. Moore and subsequently conveyed to the Government Civil Hospital.

FURTHER DETAILS.
A Telegraph representative who visited Yaumati shortly after the affair gathered some interesting details of the occurrence. It seems that the robbers, who numbered five, had proceeded to the second floor of 206, Canton Road, which is within a stone's throw of the new Police Station, and occupied by three families. The commotion which they raised attracted the attention of the people on the floor below, as well as the occupants of the adjoining floor. As a result, word was conveyed to the Police Station of the presence of the robbers in the building, whereupon all available men were despatched to the scene, these including eight Europeans and some twelve or thirteen Indians and Chinese. The main body of the police were stationed at either end of the street, whilst Detective Inspector Tim Murphy, Sgt. Fender and Sgt. Kelly proceeded to enter the premises. Sgt. Fender went to the head of the staircase on the

second floor, whilst Inspector Murphy and Sgt. Kelly took up their positions on the first floor. On the robbers attempting to escape from the building, Sgt. Fender directed shots at them from the top of the landing, whilst the other two officers rushed into the street almost simultaneously with the emerging of the robbers. As the robbers appeared, they were met with a regular fusillade of shots from the police stationed at either end of the street, and they made desperate efforts to break through, using their revolvers very freely.

CHASING THE ROBBERS.

Many individual chases took place. Sgt. McEwen chased one of the robbers into a deserted shed situated in a timber yard immediately in front of the house. This man had already been wounded twice, but he was still able to put up a fight and the police sergeant had to fire many shots before he gave himself up. Eventually, the robber staggered and collapsed and he was carried on the sergeant's back to the police station, where he was found to be in an extremely critical condition.

In another case, Chinese detective Mak Lu ran a robber down into a building under construction and fired several shots which took effect. This man was badly riddled with bullets and when taken to the police station was practically dying.

The third robber was caught by Sgt. Kelly and the fourth by Inspector Murphy. One of these two was also wounded. A fifth man got away.

THE WOUNDED MEN.

Sgt. Robertson's wound is considered serious. He was shot in the fighting which started immediately on the robbers emerging from the building. Sgt. Fender was rather badly wounded in the left forearm. The Indian who was wounded is Lance Sgt. Magher Singh. He was shot in two places in the stomach.

Chinese detective Man Wan was wounded in two places on the left ankle.

During the shooting, Inspector Murphy's dog was killed. All the wounded, including the three robbers, were conveyed to the Government Civil Hospital. Prior to being disturbed by the police, the robbers managed to get possession of about \$18 and a quantity of jewellery, of which a sum of \$12 has already been recovered.

HONGKONG'S FUEL SUPPLIES.

GROWING DEMAND BY OIL-DRIVEN SHIPS.

WHAT COMMERCIAL ENTERPRISE IS DOING.

[SPECIAL TO THE "TELEGRAPH"]

Much has been said lately on the question of the development of Hongkong's harbour. Schemes have been unfolded for the provision of up-to-date piers and wharves at various points, and the shipping community is now awaiting the Government's final decision regarding the location of certain of the proposed development schemes. It is expected that that decision will not be long delayed and that within a reasonable space of time work will be in progress to make Hongkong's harbour facilities more in keeping with the high rank of the port as a shipping centre. But whilst public attention has been focussed on the questions of wharves, godowns, railways, etc., little has been said on the subject of fuel provision. No port can hope to attract the maximum amount of shipping which does not make adequate provision for the supply of fuel, and it is interesting to note how private enterprise here is leaving nothing further to be desired.

COAL PROVISION.
At the moment, coal is still the predominant fuel required, and Hongkong has long been known as a port at which ships can avail themselves of a reasonable efficiency of service and at moderate charges. Private coal contractors can handle all the orders received and there is little room for complaint at the way things are done. The dream of the promoters of the new historic Cassel Concession, which aimed at bringing into Hongkong thousands of tons of coal from the neighbouring Province of Kwangtung at a price sufficiently low to make Hongkong one of the most attractive coaling ports of the world, seems to have faded right into the background. It was estimated that coal in abundance (known to exist in Kwangtung) could be brought here by rail and that, on account of low working handling charges, it could be sold at a price very much lower than coal stands here to-day. But disjunctions and obstructions in Canton have prevented the maturing of that plan and we are still importing Japanese and Honkong coal at figures which make coal a rather dear product. But the supply is regular and adequate and, if Hongkong does not offer undue attraction to shipping from the coaling standpoint, it certainly offers no obstacle.

FUEL OILS.
It is more with the present and future demand for fuel oils that the writer of this article is concerned at the moment. The number of oil burning ships is increasing with great rapidity and, although coal as a general fuel will perhaps be with us for all time, its use aloft tends to grow less and less. Oil is more conveniently carried, it is cleaner in use, it is more efficient and it does away with a fair amount of labour. To burn crude oil for fuel is, doubtless, to be wasteful and prodigal, because by the process of refining so many other essential things are provided. Petrol, petroleum, paraffin wax and numerous other products are given to the world by the various processes of refining crude oil, and it is being seriously argued by experts that to burn crude oil for fuel is to be wasteful of the world's supply. Yet the extent of that supply is, apparently, so tremendous that we need not concern ourselves here with a problem for experts and statisticians. Inasmuch as it is a fact that ships are being built for oil fuel, that many are being converted from coal burning to oil burning and that in engineering practice it is becoming accepted that Diesel engines are more efficient than those of the reciprocating type, we in Hongkong, being vitally interested in the welfare of ships which come to us, have to think seriously of the question of supplying the fuel oils they now need and will need in even greater quantity. The average man is generally content to take things for granted, but so adequate is provision being made here by private commercial enterprise for supplying shipping with all the fuel oils necessary or likely to be necessary, that a few facts on what is being done will doubtless be read with interest, more especially at this time by reason of the public attention recently drawn to the question of Hongkong's harbour developments.

Hongkong's import of fuel oils is already high, the total imported by all companies from January to November this year being about 145,000 tons. The figure does not include fuel oil imported for the Admiralty, but it does include a certain amount of small proportion imported for inland trade purposes, mainly for Diesel engines. Statistics go to prove that the importation of fuel oil is steadily increasing.

STANDARD OIL CO.
The writer was recently and very courteously shown over the Laichikok installation of the Standard Oil Company of New York and was impressed by the very adequate provision being made by this Company to cater for the demand for fuel oils. At Laichikok there is, besides the tank which deals with the oil, a large oil refinery, and there is an oil refinery of similar magnitude at Canton, so that residents in Hongkong know anything about the Company has, as we all know, been engaged since 1905 on a huge reclamation scheme and this is now nearing completion. No fewer than 27 acres of new land have been added to the foreshore, there is to be a 100 foot roadway through the property, there is a modern pier long enough and with sufficient depth of water to accommodate any of the ships which put into Hongkong, there are no fewer than 16 oil tanks already erected providing storage for many thousands of tons of oil, and there is a completely equipped installation capable of handling and canning lamp and lubricating oils to the tune of thousands of tons a day. So far as fuel oils are concerned (and that is all that concerns the writer at the moment) there are five big tanks, with a storage capacity of 30,000 tons, but the number of tanks devoted to fuel oils could be increased at any time found necessary. Pipe lines and pumping machinery convey the oil direct from oil tankers to the tanks or from the tanks to the ship, a big liner can go alongside the pier and take on as much oil as she needs.

The experience of the Company is that there is a steadily increasing demand here for fuel oils, but that most of the ships burning oil prefer to take on supplies over the side whilst they are at buoy or wharf, and to meet this preference the Company has fuel oil lighters fully equipped with pumping and pumping machinery. Everything requisite for bunkering is provided and the Company is fully able to meet present or future demands.

THE A. P. C.
From the Asiatic Petroleum Company, which has been supplying fuel oils here for over 15 years, the writer also gained valuable information. The Company reports that the demand for such fuel is increasing very rapidly and that it is fully alive to the importance of catering in this respect for the shipping of the port. The Company's total tankage for fuel oils, at their North Point and Taikotsui installations, is about 35,000 tons and further development is possible in the event of the demand justifying such a step. For the purpose of bunkering ships at buoys or piers, the Company owns a fleet of five oil boats, the largest having a capacity of 1,000 tons and the

KOWLOON DOCK BALL.

ANOTHER BRILLIANT SUCCESS.

"There was a sound of revelry" at Kowloon Dock last night, being the occasion of the Hongkong and Whampoa Dockyard Company's contribution to the big annual events of the Colony, the annual ball. The capable committee had left nothing undone for the comfort of their guests, and the ball was as huge a success as those given in previous years. The ball this year was held in the new offices, the "mould" left being given over to the exhibition of the models to be sent Home in connection with the forthcoming British Empire Exhibition. The new building, with its snow white walls and ceiling, required less decorating than the mould left to transform it into a ball room. The decorations were therefore of a less elaborate nature, but were none the less effective for their simplicity. Under the direction of Messrs. George Duncan, D. Keith and W. Greig, in the drawing office were erected a number of arches of greenery, whilst the pillars were covered with green trellis-work. Lighted up by Chinese lanterns of various colours, in which red predominated, the room presented an attractive spectacle, with the merry throng tripping the light fantastic to the tuneful melodies of the Hongkong Hotel band. The band played from the top of an office in the corner, which space was skillfully changed to an attractive stand with the aid of a few decorations. Illuminated flags of the Company were, as usual, placed at either end of the ball room, enhancing the effect of the general scheme.

The dancing programme was a long and varied one, catering for all tastes. There were plenty of the popular fox trots, waltzes and one-steps, while those who preferred the old style dances had opportunities of indulging in the delights of the Lanciers, the Caledonians and the Eightsome Reel. The full programme included twenty-four dances apart from "extras."

The committee responsible for the excellent arrangements was composed of Messrs. D. M. Neilson (chairman), J. M. Smyth (vice-chairman), J. B. Hamilton (hon. secretary), C. E. Stewart (hon. treasurer), F. Cullen, Ramsay, A. Mair, W. Greig, R. J. Dixon and Gourley. Messrs. George Duncan, D. Keith and W. Greig were in charge of the decorations and Mr. F. C. Coleman the lighting. The M.C.'s were Messrs. Stewart, Greig, Mair and Ramsay.

smallest capacity of 70 tons. Ocean-going boats can also bunker direct by going alongside the Company's piers at North Point and Taikotsui and the Company is fully equipped to meet any orders.

In addition to the two commercial undertakings mentioned above, the Admiralty has, during the past year, made its own provision by erecting three tanks for fuel oils alongside the coaling sheds at Kowloon. These tanks are now in commission and are fed by Admiralty tankers working between here and Sumatra. Naval boats can go alongside at Kowloon and take on fuel, the Navy thus being made largely independent of supplies from purely commercial sources. Whatever criticism might be levelled at Hongkong's general shipping facilities, it would seem that nothing in the way of complaint can be said with regard to the provision of fuel oils, a matter for which the shipping community in particular, and the Colony generally, can be extremely thankful.

EXPANSION OF BRITISH AVIATION.

DETAILS OF THE BIG COMBINE.

A RESERVE FOR NATIONAL EMERGENCY.

(Reuter's Service.)

London, December 28. The Government and the Imperial Air Force have agreed to operate an aerial reserve, to be known as the "Imperial Air Reserve." The company, which will be a joint venture of the British and the Imperial Air Forces, will have a capital of a million sterling. The agreement will operate next April, and will be a reserve of eight hundred thousand other approved aircraft. The Government is entitled to nominate the reserve. The agreement will operate under the agreement of the Imperial Air Force, the Channel Islands and Paris, Brussels, Amsterdam, Southampton, the Channel Islands and other approved places. The Government will be the first four years shall be £100,000 per annum, and thereafter be gradually reduced to £25,000 in the fifth year. All the construction necessary for the air service and all important repairs shall be carried out in British territory. All the engines and accessories shall be British. Only pilots enrolled in the Air Force Reserve or Imperial Air Force shall be employed. The technical and administrative personnel is to be British. All the aerodromes, aircraft and bases of the company shall be at the disposal of the Government in any national emergency.

THE EMPIRE EXHIBITION.

BIG PAGEANT BEING ORGANISED.

London, December 28. Arising from a suggestion by the Prince of Wales, steps are being taken to organise a pageant of Empire at Wembley. A special meeting of representatives of the Dominions was held at the War Office to discuss a preliminary discussion regarding the form of the pageant to be held. It is understood that special features suggested by the Dominions are the early explorers, the stories of the Elizabethan era, the development of sport, a pageant of the modern world, organised is a demonstration of rough-riding in the stadium. The organisers will shortly be touring the Dominions, also the Sudan, in order to obtain a characteristic exhibition from each.

"DIXMUDE" MYSTERY UNSOLVED.

COMMANDER'S BODY FOUND AT SEA.

London, December 28. The mystery of the Dixmude is not yet cleared up. A Paris telegram declaring that the loss at sea is officially announced now appears to be at least premature. A Paris report transmits the text of the Ministry of Marine's communiqué, not mentioning the loss of the ship, though confirming the news of the finding of the body of Lieutenant De Plessis De Granadan, the commander of the Dixmude, by a fisherman, six miles from the shore, near Giganti. A Rome message adds that a thorough search of the coast has had no result, and there is no trace of any other body or aeronautical material.

U.S. SHIPPING LAW EXTENSION.

TO APPLY TO THE PHILIPPINES.

(Reuter's American Service.)

Washington, December 28. In response to Mr. Coolidge's request, Mr. Jones, chairman of the Senate Commerce Committee, has recommended to the President the extension of the United States coastwise shipping laws to the Philippines, and separation of the Emergency Fleet Corporation from the Shipping Board, compulsory co-operation between the American railways and shipping, and also a survey of the needs for a permanent American merchant marine. Mr. Jones denied that he ever expressed the opinion that an extension of the shipping laws to the Philippines would contravene existing treaties.

(The Telegrams on Page 2.)

BIG DRUG SEIZURE.

FIND ON GERMAN STEAMER.

A big haul was made yesterday when Revenue Officers searched the s.s. Emil Kirdoff, a German vessel lying alongside the big pier at the Kowloon Wharf and Godown Company. Concocted in a consignment of dyes, was found over 100 lbs. of morphine, the value of the drug seized being fully £1,600.

THE UNIVERSITY.

SCHOLARSHIPS AWARDED.

The following scholarships have been awarded—
King Edward VII School Scholarships (2 awarded)—Peter Pau and Lau Po Yee of the Diocesan Boys' School.
President of China Scholarship—Ching Hing Chow, Queen's College.
Hongkong Government's Open Educational Scholarship for Boys—Ernest Zimmerman, Diocesan Boys' School.
Hongkong Government's Open Educational Scholarship for Girls—Miss Evelina Remonios, French Convent and the Tutorial Institute.
Montargis French Senior Prizes—Charles Thomas Evans, Kowloon British School; and Miss Evelina Remonios, French Convent and the Tutorial Institute.

TO-DAY'S MISCELLANY.

A wireless man tells us, states the Peking and Tientsin Times, that it is pathetic to hear the Japanese station near Peking sending out messages aimed at European high-power stations with the request "Please test us." This is repeated again and again day after day, but, as far as this operator has heard, meets with no response. However, it has been claimed that the Peking station which was erected by the Mitsui Company and which was to have a monopoly for all China under a somewhat irregular agreement, is quite up to specification. There is a good deal of mystery about it yet. The present Japanese aim it appears is to arrange for co-operation with America and China in the wireless venture rather than to continue insisting on the Japanese monopoly.

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EARLIER SPECIAL CABLES.

(United Press Service to the "Telegraph").

JAPANESE EXCLUSION.

Washington, Dec. 28.

Congressman Miller at Washington has strongly urged that the
Immigration Committee should report immediately with a Bill for
preventing all further Japanese immigration. He declared that the
rapid growth of the Japanese population is menacing.

THE U.S. PRESIDENCY.

Washington, Dec. 28.

Mr. Clifford Pinchot has declared that he is not a candidate for
the Presidency unless it appears impossible to nominate Mr. Hiram
Johnson. Leaders say that the declaration greatly strengthens
Mr. Johnson's position.

THE REPARATIONS QUESTION.

Washington, Dec. 28.

President Coolidge, having conferred with Mr. Dawes, has an-
nounced that the American representatives for the discussion of the
Reparations question will sail for Europe on Saturday.

THE MEXICAN REVOLT.

Vera Cruz, Dec. 28.

The rebels have won an important victory and the Federal forces
are now concentrating for the defense of Mexico City.

Vera Cruz, Dec. 28.

Rebel headquarters announces the capture of the Federal
General Gardenas with his entire staff and three hundred cavalry
at Irapuato. The remainder of the Federal column then joined the
rebels.—*Reuter's American Service.*

(Reuter's Service)

CHURCH REUNION.

Rome, Dec. 28.

In regard to the Malines conference the High Prelate at the
Vatican has declared that an agreement is difficult in view of wide
differences in the Vatican itself, which preferred to keep out of any
conversations aiming at re-union unless the Anglicans really wanted
more than simple friendship between the churches and were willing
to recognise the supreme religious authority of the Pope.—*Reuter.*

RUSSIAN COMMUNIST SPLIT.

Riga, Dec. 28.

It is persistently rumored that M. Trotsky has tendered his
resignation of membership of the Communist Central Committee in
consequence of his colleagues' attacks. It is added that, although
the resignation has not been accepted, he refuses to withdraw
it.—*Reuter.*

FRANCE AND CZECHO-SLOVAKIA.

Paris, Dec. 28.

That an alliance between France and Czecho-Slovakia may
eventually prove a bridge between Paris and Moscow is the opinion
of a number of French newspapers, which declare said countries to be
in course of negotiations. It is believed that as Soviet Russia will
shortly be recognised by a British Labour Government, France and
Czecho-Slovakia might immediately follow.—*Reuter.*

OBITUARY.

Paris, Dec. 28.

The death is reported of Alexandre Gustave Eiffel, the construc-
tor of the Eiffel tower.—*Reuter.*

Alexandre Gustave Eiffel was born at Dijon, December 15, 1832.
He was a born engineer and during his life constructed many large
metal bridges. He also designed the towers of the Panama canal,
which was under the French company. His crowning piece of
engineering was the tower that bears his own name erected for the
exposition of 1889 in the Champ de Mars. It is 984 feet high, 589
feet higher than the St. Paul's Cathedral. The work of building was
commenced in January 1887, and the full height was reached in
March 1889.

THE DIXMUDE.

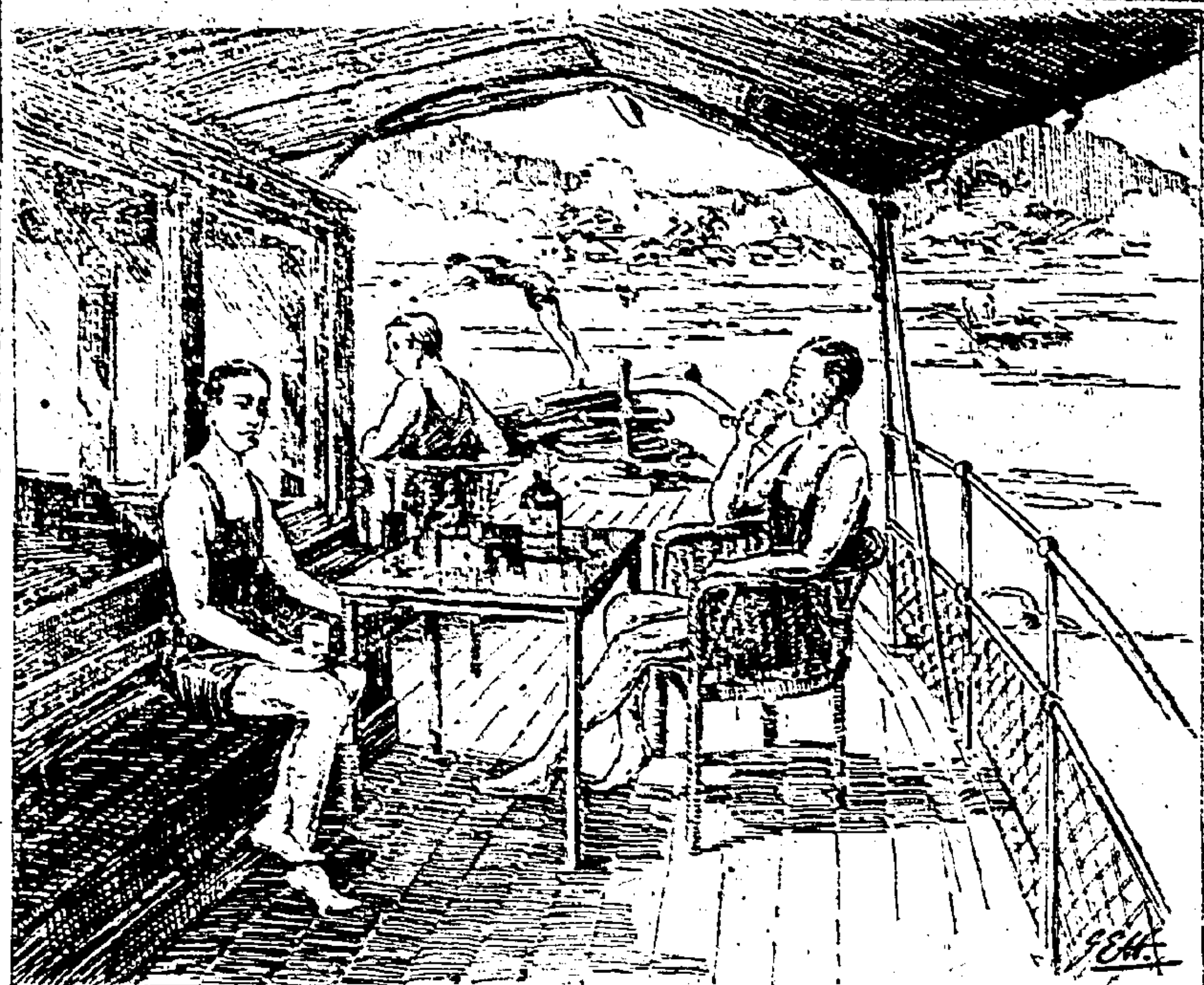
Paris, Dec. 28.

It has been officially announced that the Dixmude was lost at sea.
Italian authorities state that the body of the commander of the
Dixmude has been picked up by fishermen near Gijona.—*Reuter.*

LANDIKOTAL MURDERERS AGAIN ESCAPE.

London, Dec. 28.

An official telegram from Kabul reports that a force of Afghan
regulars and tribesmen encountered a band reported to include the
Landikotal murderers near Maktanau. There were a number of
casualties on both sides. The murderers escaped.—*Reuter.*

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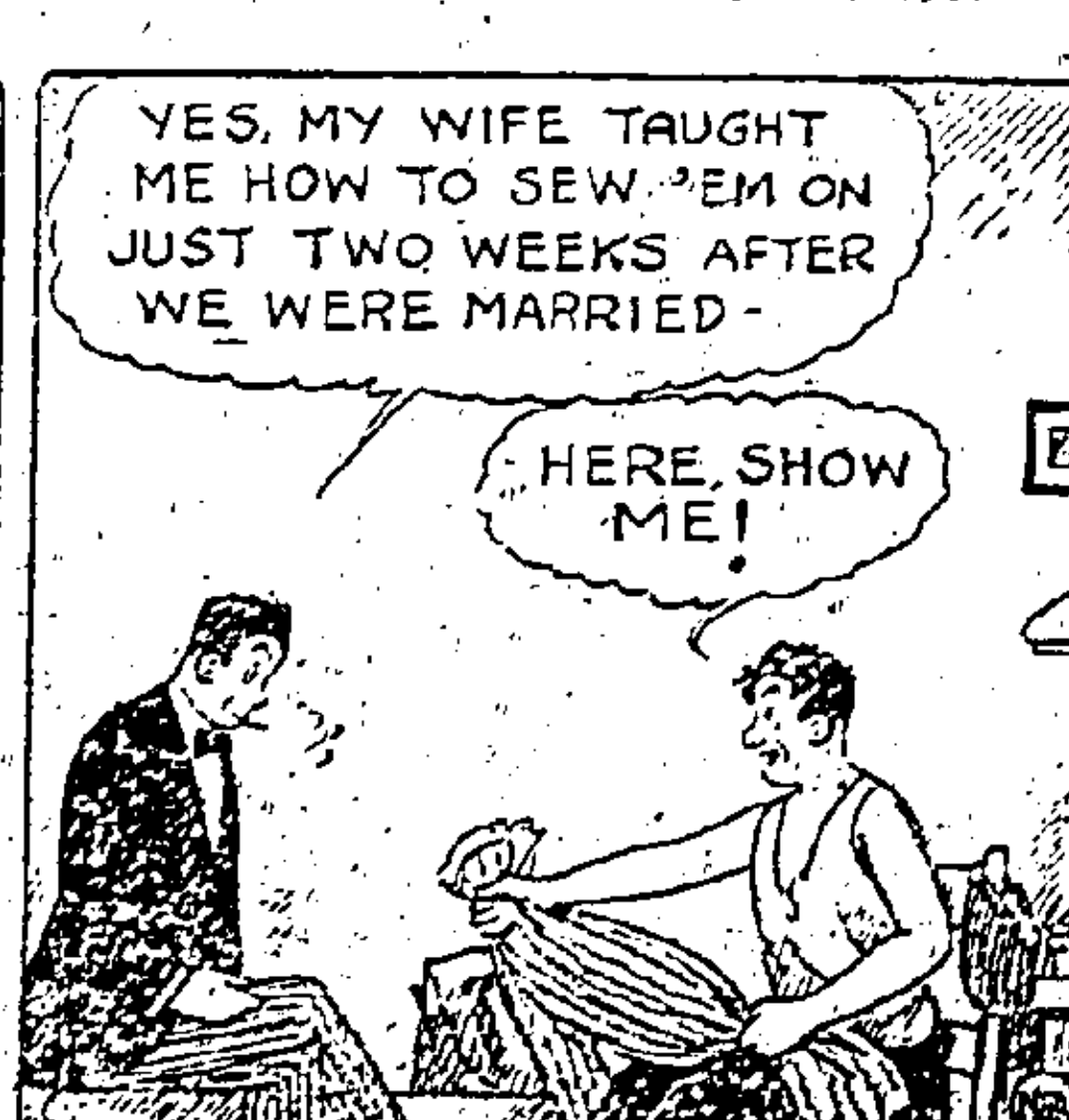
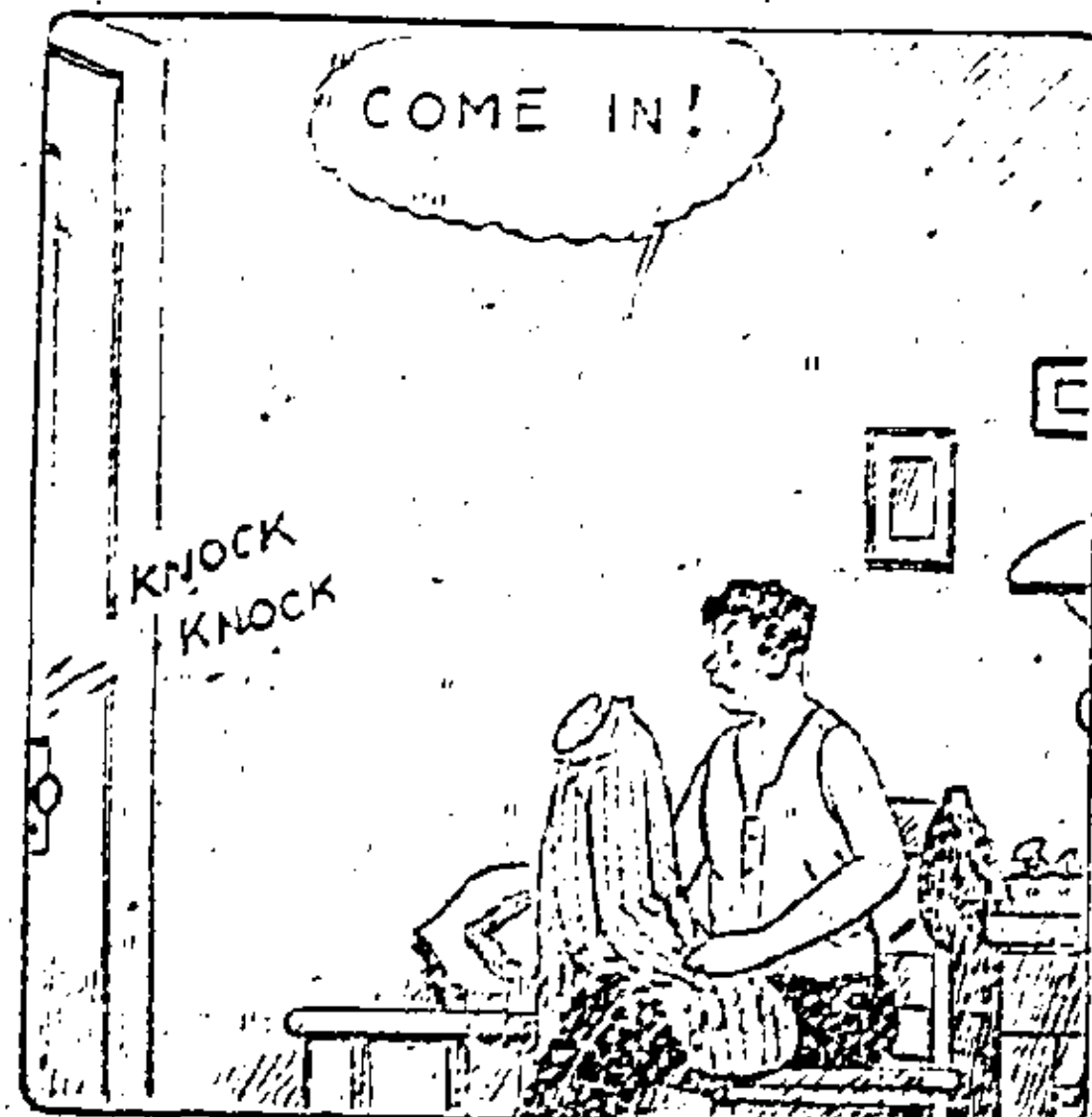
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RISK, & THE ORIGINAL
BRIGHTNESS OF CO-
LOUR AND PATTERN
REVIVED.

THE COST WILL BE QUITE MODEST.

THE STEAM LAUNDRY CO.

HEAD OFFICE & WORKS: YAUMATI, Tel. K.32
HONGKONG DEPOT: 16, Stanley Street, Tel. C.1279
HONGKONG DEPOT: 62, Praya East
KOWLOON HOTEL DEPOT.

KOWLOON DEPOT: 19, Canton Road
CANTON: 19, Sharki Central, East

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPHANNDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116. 25, WING WOO ST.
Central.



And, afterwards, I did wait
for a cup of tea. A Chinese
drink of which I never feel
drunk before.

At the time of the Restoration
tea was a novelty, an expen-
sive luxury. To-day it is a
necessity, but even so it was
not until Brooke Bonds intro-
duced their vacuum-packed tin
that you could be sure of
getting really good tea.

Brooke Bond tea is always
good. The vacuum tin
preserves its freshness and
fragrance indefinitely.

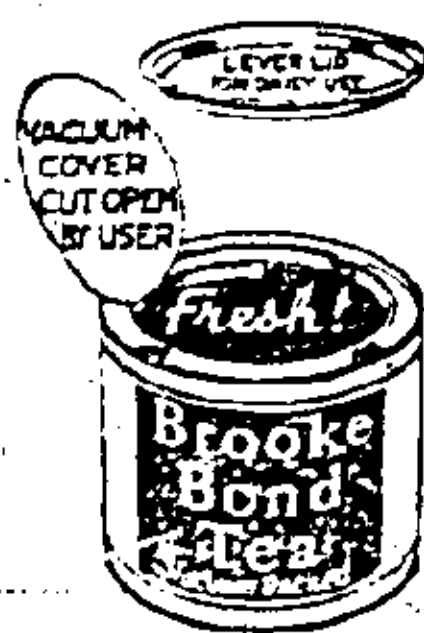
Ask
for
**Brooke
Bond** vacuum-
packed
Tea in the vacuum-packed tin.

It costs no more than ordinary tea.

Good quality is the best quality.

The inner lid of the tin must not be broken. If
broken the contents may not be Brooke Bond tea.

Brooke Bond Tea Ltd., P.O. Box 157, Canton
Hong Kong Agents: ALAN, ROSS & Co., Hong Kong.



MASSAGE HALL

MRS. S. UZUNOYE,
Expert Masseuse
87 Queen's Road Central
2nd Floor

THE VICTROLA

is the only instrument recognised
by the world's Artists. Ask
Montgomes for a Catalogue.

FOOTBALL AT SOOKUMPOO.

GRAND CHARITY MATCH.

ROYAL NAVY. v. ARMY.

To be played at Sookumpoo
Tuesday 1st January 1924.
Kick off at 4 p.m.

ROYAL NAVAL HOSPITAL.

ENJOYABLE CONCERT.

On Boxing Day a most enjoyable
concert was held at the R. N. H.
for the patients and staff.

One of the large wards had been
very tastefully decorated with
flamingo lanterns and
evergreens and no little trouble
had been spared in giving a real
Xmas atmosphere.

Surgeon Captain H. T. Burnis-
ton, C. M. D., M. B., the P. M. O.
was in the chair and all the items
were splendidly rendered and
entirely demanded.

The programme was:

1—March—Blaze Away—Black Cat Jazz Orchestra

2—Song—Young Tom of Devon—Mr. A. Brock (H.M. Dockyard)

3—Monologue—Lasea—Mr. W. Gill (H.M. Dockyard)

4—Song—Smiling Through—Miss Brock (Black Cat Orchestra)

5—Hawaiian Serenade—Lonely Hawaii—Black Cat Orchestra

With Vocal Accompaniment.

6—Vocal Duet—The Battle Eye—Mr. H. Annis and Mr. A. Brock (H.M. Dockyard)

7—Violin Solo—Carmen—Mr. W. Abrams (H. M. S. Ambrose)

8—Musical Monologue—An Old Soldier—Ray, T. G. C. Howard, Chaplain R. N.

9—Song—Bosch and Pas Sing By—Mr. H. Annis (H.M. Dockyard)

10—March—Return of the Regiment—Black Cat Orchestra.

The piano accompanists were Mrs. F. M. Alderman, Miss Brock and Mr. Longyear, while the orchestra comprised the following:

Piano, Miss Brock; Bass, Mr. Earl L. C. Drums, Mr. Les; Violins, Mr. W. Abrams, R.N., and Mr. Chatfield; Trombone, Mr. Johnson; Banjo and Saxophone, Mr. Francis, R.N.

A vote of thanks was passed to the artists who kindly gave their services, thus ending a very pleasant evening.

PISTOL SHOOTING.

FACILITIES FOR CIVILIANS.

Command Orders contain the following interesting notice:

Pistol Range—The Pistol Range at Victoria Point will be open to British Civilians for pistol practice from 5 p.m. to 6 p.m. on Monday, 31st inst.

Pistols and 12 rounds of ball ammunition will, if required, be supplied at a charge of \$1.

Those bringing their own pistols and ammunition will be charged 50 cents for the use of range and targets.

The Officer Commanding, 1st Bn. East Surrey Regiment has kindly consented to provide instructors. His orders concerning safety precautions are to be strictly obeyed.

If the attendance justifies it, a regular time for practice will be announced.

HOME FOOTBALL.

London, Dec. 18.—Arsenal and Nott. County played a draw, no score, in their First League match.—Reuter.

NEW LONDON HOUSES.

The Minister of Health has sanctioned the erection of one thousand additional houses on the Becontree estate of the London County Council, the cost of which is roughly estimated at £500,000. The proportion of the expenditure which may be incurred during 1923-24 is £100,000. The Housing Committee ask the Council for authority to arrange for the work, including the construction of roads and sewers, to be carried out.

AMERICAN CONSULAR CHANGES.

Further consular changes in the American service affecting Oriental stations have been officially announced. Mr. Dillard B. Lasseter, formerly Consul at Hankow, but who left recently on home leave, has resigned. Mr. Edwin B. Stanton, ex-student interpreter at Peking, has been appointed Vice-consul at Mukden and Mr. Sam J. Wardell formerly clerk at Yokohama, has been transferred to Harbin as Vice-consul.

VERY GOOD INDEED.

"Are your chances good in the mixed doubles?" "Very good. My most dangerous opponent is in love with my partner."

NOTICE.

COLONIAL HAIR-DRESSING SALOON

13 Ice House Street

High Class Barbers-Sanitary
& up-to-date Saloon
Filipino and Japanese
barbers.

Popular Prices.



EXQUISITE
CONTINENTAL
PERFUMERY

In Handsome Cut Glass Bottles.

Suitable for

Presents

We have received this Shipment
on Consignment and are sacrific-
ing at Manufacturer's Cost.

From

\$1.50 to \$3.00

per bottle.

Rosemontag

Marie Charlotte

Myosotis

This opportunity will occur
Once only

General Commercial Co.

10, Des Vœux Road Central.
Top Floor.

NOTICE.

WE RECOMMEND

CALDER'S IMPERIAL STOUT

WHOLESOME
AND
INVIGORATING

TELEPHONE K. 626

THE

Empress Store

Kowloon.

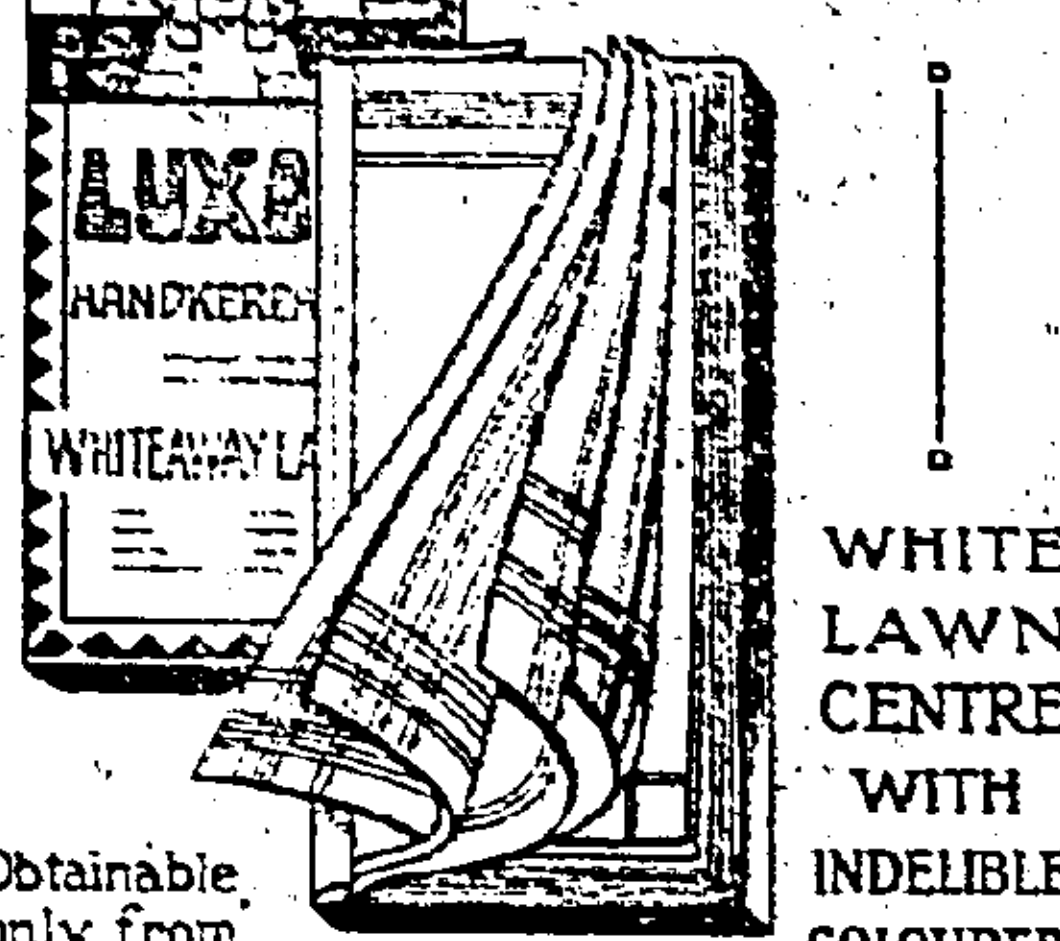
RADIO—MAGNAVOX Loud
Speakers and Amplifiers,
Batteries, Insulators,
Crystals, Aerial Wires,
and all other parts.
DE SOUSA & CO. LTD.,
St. George's Bldg. 2nd Floor.
Tel. No. Central 1264.

THE NEW PRISON REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

WHITEAWAY'S STANDARD VALUES SPECIAL VALUE IN HANDKERCHIEFS

LUXON HANDKERCHIEFS

FOR
DISCERNING
MEN



THE
FINEST
VALUE
IN
HANDKER-
CHIEFS
OFFERING
TO-DAY
STANDARD
VALUE
PRICE
\$6.00
PER DOZ.

Obtainable
only from

WHITEAWAY
LAIDLAW & CO.

WHITE
LAWN
CENTRE
WITH
INDELIBLE
COLOURED
BORDER

THESE

HANDKERCHIEFS

ARE DONE

UP IN NEW

BOXES OF

HALF A DOZEN

HANDKERCHIEFS

IN A BOX.

STANDARD

VALUE

PRICE

\$2.00 BOX.

LUSTRE HANDKERCHIEFS

for
Ladies



WHITE
LAWN
CENTRE
WITH
INDELIBLE
COLOURED
BORDER

Obtainable
only from

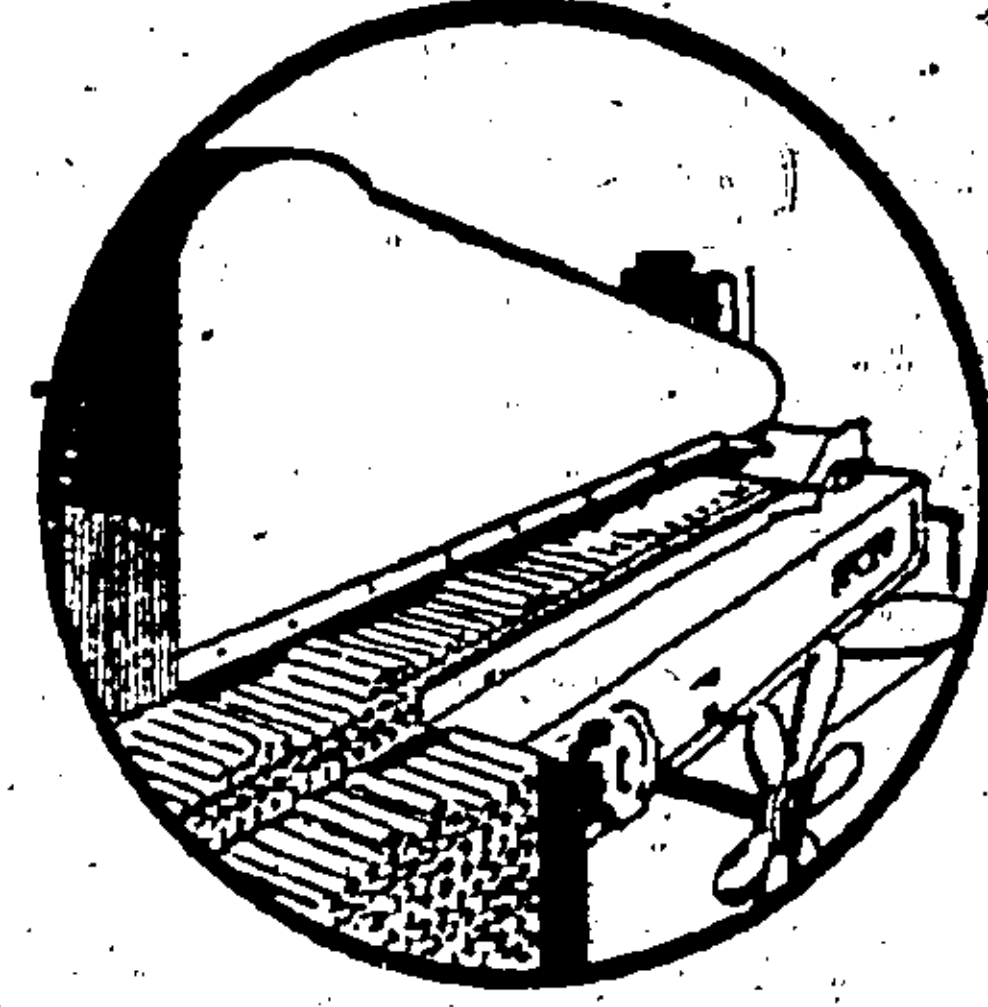
WHITEAWAY, LAIDLAW & CO. LTD.

WHITEAWAY, LAIDLAW & CO., LTD.

DRAPERS AND IMPORTERS:
20, Des Vœux Road Central, Hongkong.

HYGIENIC MACHINE-MADE Cigarettes

OBVIOUSLY
MACHINE-MADE CIGARETTES
are more HYGIENIC and more
CONSISTENTLY WELL MADE than
those made by any other process.



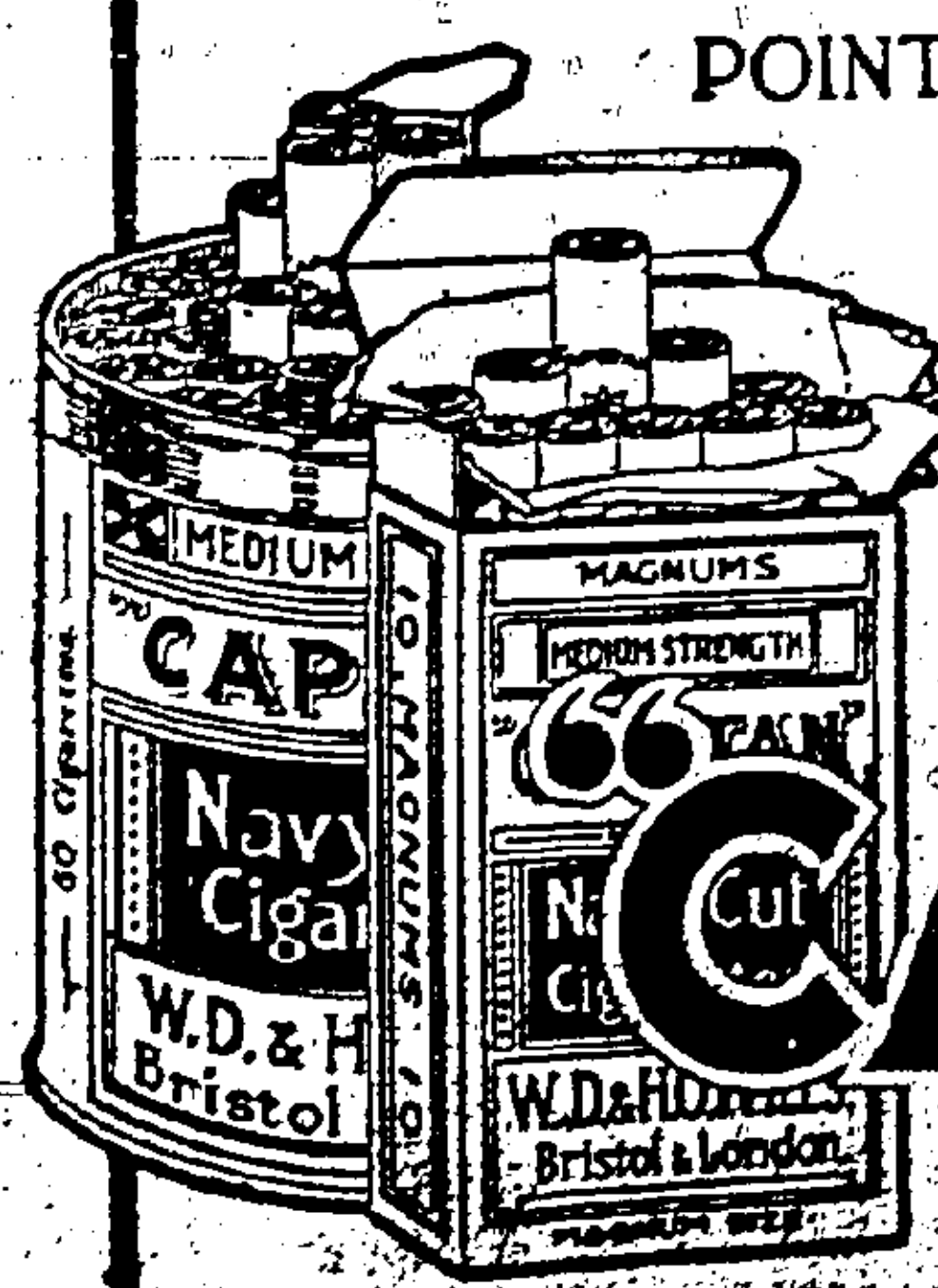
In the manufacturing of "CAPSTAN" Cigarettes for instance,

POINT No. 1

Pure dust-free tobacco leaf is fed to
Modern Machines in Model Factories
and no soiled human hand comes into
contact with the cigarette during the
process of manufacture.

POINT No. 2

Machine-Made Cigarettes are uniform-
ly well made. Each paper receives its
proper quota of tobacco leaf and is
rolled to the correct degree of
"tightness". This Uniformity is impossible
to attain under any other process.



CAPSTAN

THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

NEW ADVERTISEMENTS.

AN Anglo-Dutch firm of cigarette manufacturers desire to place sub-agencies here with respectable firms of integrity and financial standing. Reply to P. O. Box 573 Hongkong.

WANTED.

WANTED.—Unfurnished flat in modern European house, 4-6 rooms. Please reply to No. 1040, c/o "Hongkong Telegraph."

WANTED.—Chinese Salesman for English House, must be well educated and of good address, speak Chinese & English fluently, and would be required to have a guarantee of \$5,000. Good salary paid. Box 1041 c/o "Hongkong Telegraph."

TO LET.—Flats with bath-rooms, kitchens, & servants' quarters, 5, Peace Avenue, Homumun, immediate occupation. Apply within or Box No. 1021 c/o "Hongkong Telegraph."

TO LET.—Bright Large Office Rooms 1st floor, No. 10, Des Voeux Road, Central, Hall, Law & Co. Apply to Des Voeux Road, Central, Telephone No. 3217.

FOR SALE.

FOR SALE.—Matchless combination 8 H.P. M.A.G. Engine, dynamo lighting, speedometer, head and windscreen, spare wheel, electric grid, pillion, ammeter, luggage rack, pillion and two sets washable covers, any trial, offers to Box No. 1042 c/o "Hongkong Telegraph."

NOTICE.

TO all our Friends and Patrons we extend our sincere wishes for a **HAPPY AND PROSPEROUS NEW YEAR.** THE SUN LIFE ASSURANCE CO. OF CANADA. 15, Queen's Road Central, Hongkong. F. M. Weller, Manager.

NOTICE.

THE public are hereby reminded that private junkies, chairs and their drivers are due for relicensing on January 1st, 1924.

E. D. C. WOLFE, Capt. Supt. of Police. Hongkong, Dec. 29th, 1923.

THE HONGKONG & SHANGHAI HOTELS, LTD.

SHAREHOLDERS in The Shanghai Hotels, Limited, entitled to an allotment of shares in The Hongkong & Shanghai Hotels, Ltd., are requested to complete and forward to the undersigned as soon as possible their printed form of claim received from the Liquidator of The Shanghai Hotels, Ltd.

For The HONGKONG & SHANGHAI HOTELS, LTD. WALTER J. HAWKER, Secretary.

Powell's Building, Des Voeux Road, Central, Hongkong. Hongkong, 29th Dec. 1923.

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on **Tuesday, and Wednesday, the 1st and 2nd January.** Hongkong, 27th Dec., 1923.

A. S. WATSON & CO., LTD.

NOTICE.

ON Tuesday, 1st January, 1924, all departments will be **CLOSED.**

The Hongkong Dispensary Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

On Wednesday, 2nd January business as usual in all departments.

A. S. WATSON & CO., LTD. Hongkong, 29th Dec. 1923.

To SHIP AND LAUNCH OWNERS!

If you would minimise the danger of your vessels being pirated, it would be wise to allow us to tell you how under the best-planned Piracy, your Captains and Officers could summon help.

BY RADIO.

Wireless Telephone and wireless Telegraph installations for your ships cost but little, compared with the loss of life and property you may suffer in these unsettled days. Our Staff will gladly explain to you, and prepare estimates for, our

AUTOMATIC RADIO SETS.

For Piracy Prevention.

RADIO COMMUNICATION CO. (ORIENT) LIMITED.

3rd Floor, Alexandra Buildings, Hongkong.

P. O. Box 506.

Kowloon 608 Central 766.

Telegrams: "Broadcast," Hongkong.

NOTICE.

MR. EDWARD BENJAMIN RAYMOND having resigned his interest and responsibility in our Firm ceases as from this date, 1st January 1924. E. D. SASSOON & Co., Ltd. Hongkong December, 28th, 1923.

NOTICE.

AT 6 p.m. on SUNDAY next the 30th December, the Union Church Choir, assisted by a few friends, will render J. H. Maunders' Christmas Cantata "Bethlehem." A hearty invitation is extended to all.

C. E. WARREN & CO., LTD.

Sanitary Engineers, Monumentalists, etc. Offices & Godowns, 91A, Wanchai Road, Hongkong. Tel. No. 269.

Just Received

a new supply of **LOWDOWN FLUSH CLOSETS.**

NICKEL PLATED, ON BRASS, BATH ROOM FITTINGS.

Soap Dishes, Tumbler Holders, Tooth Brush Holders, Towel Rails, &c.

Opal Tumblers—Towel Rails—Mirrors, Glass Shelves, &c.

Brass Canopied Interior Grates, Cooking Ranges, Filters, Soil Pipes, &c.

Estimates free for all Sanitary Installations, Heating & Water Systems.

Monumentalists in Italian Marble & Hongkong Granite, to own or Selected design.

A Large Assortment of Artificial Wreaths in Stock.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "LYCAON"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after, 27th December.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th January, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 18th January, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE Agents. 27th December, 1923.

DO NOT MISS—ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday

At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture.

DA ROCHA'S MART

2A, D'Aguiar St. Phone 2931

FORTHCOMING AUCTION SALES.

HUGHES & HOUGH Lammert Bros. AUCTIONEERS AND GENERAL BROKERS.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "HYSON"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 23rd December.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th January, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before, the 18th January, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE Agents. 28th December, 1923.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 31st Dec., 1923,

commencing at 11 a.m.

at Godown No. 8, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon 5300 1/4 Sacks Floor (more or less damaged)

Terms—Cash on Delivery **LAMMERT BROS.** Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 3rd. J. N., 1924,

commencing at 11 a.m.

at No. 4 Godown, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

233 Coils Old Wire Rope. 64 Coils Old Wire Rope.

Terms—Cash on Delivery **LAMMERT BROS.** Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 3rd. Dec., 1923,

commencing at 2.30 p.m.

at No. 5 East View Buildings, (Ground floor)

Nathan Road, Kowloon (removed for convenience of sale)

A Quantity of Valuable Household Furniture

comprising—

Teak Sideboard with bevelled mirror, teak dining table and chairs, mahogany and leather suite, armchairs, Solid brass bedsteads, rattan ware, glass ware, crockery, ice-chest, etc., etc.

also 1 Victrola and Records. Catalogues will be issued. On View from Monday.

Terms—Cash on Delivery. **LAMMERT BROS.** Auctioneers.

WE have just received a special shipment of—

LADIES & GENTLEMEN

SIGNET RINGS

Also—

SLAVE BANGLES

All solid gold, English Hall-marked.

Inspection Invited.

69, Queen's Road Central.

SHERIFF BROS.

A PUZZLE A DAY.

A fruit dealer had 15 more apples than oranges. He charged 2 cents apiece more for the oranges than for the apples. He sold 80 cents worth of apples, and 30 cents worth of oranges. How many of each did he have, and what were his prices? Yesterday's answer:



The drawing shows the three letters that are the answer to the puzzle. The letters are: C, L, A, Y, B, F, O, R, E, S, T, I, A, N, T, S, and a central letter 'A'.

CAFE WISEMAN

Hiring Department.

NEW YEAR PARTIES

We are making a Special feature of this Department during the NEW YEAR festivities.

CUTLERY, PLATE, CHINA, GLASS and TABLE LINEN.

May be hired—all our stock is entirely NEW, and Customers may rely on all goods sent out from this department giving entire satisfaction.

BEHIND EVERY

Pathe-Baby

complete

\$60.00

Films

\$1.50 each.

Strictly non-inflammable.



stands the name of Pathe, and Pathe's guarantee to give perfect satisfaction is absolute and without qualification.

On Sale: A. TACK'S Des Voeux Road. HONGKONG HOTEL (Electrical Dept.), SINCERE'S, etc., etc.

Pathe-Orient, 12, Queen's Road, Central, Hongkong, will cheerfully reply to enquiries and send free of charge list of films and descriptive booklet.

CORONA



Corona Typewriters

Reduced to

\$75.00

COMPLETE

Alex Ross & Co.

China Ltd.

Bank of China Buildings.

BEGINNING 1st. JANUARY 1924.



THE ONLY MOVING PICTURE of ALL TIME GOOD ENOUGH to be DEDICATED to a PROMINENT PUBLIC OFFICIAL.

"IN THE NAME OF THE LAW"

The most stupendous heart drama ever flung upon the screen—

SEE! SEE! SEE!

The thrilling bank robbery! The danger signal!

The big big police round-up! The shooting of Johnnie!

The father's grief! The mother's devotion!

The banker's perfidy! The stenographer's peril!

The heroism of the blue-coats! Policeman O'Hara's problem!

The great trial scene! The sister's revelations!

Brother defending Brother in the shadow of prison walls!

The thrilling shooting in the court rooms!

And the final staggering punch that will lift you clear out of your seat.

What you've been asking for—

A "different" drama

of a crafty, cunning personality, fascinating in his daring deeds

by **Stewart Edward White**

A great author who wrote "The Westerners"

TO-DAY ONLY **WORLD THEATRE**

A BENJAMIN B. HAMPTON

— Production —

"THE KILLER"

Adapted from the novel of

Stewart Edward White.

An All Star Cast

with "Tod" Sloan, Claire Adams

Frank Campeau, Jack Conway,

Frankie Lee and Edward Peil.

TO-DAY ONLY **WORLD THEATRE**

NOTICE

PRESCRIPTIONS —
when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

The Pharmacy.
The Red Bldg. Opposite Ice House St.

The Dairy Farm, Ice & Cold Storage Co., Ltd.



For Specially Selected Farm Fed Turkeys, Geese, Capons, Chickens
AND
Satisfaction.

COLUMBIA NEW PROCESS RECORDS

265	H. M. S. PINAFORE	Vocal Gems
279	FLORODORA	Vocal Gems
297	PIRATES OF PENZANCE	Vocal Gems
309	LES CLOCHES DE CORNEVILLE	Vocal Gems
485	GEISHA	Vocal Gems
645	SUNSHINE GIRL	Vocal Gems
925	CHU CHIN CHOW	Vocal Gems
	PARTS 1-2	Selections
	MILKADO	Selections
	PARTS 1-2	Selections

ANDERSON'S

FOOK WENG & CO.

Astor House Buildings. Manufacturer of Swatow Drawn Work & Embroideries. Dealers in all kinds of Silk goods of the best quality. Mandarin Costumes, Antique China and Curios, Etc., Etc.

CHEAP SALE

The opportunity occupies 25 days only.
15th. December, 1923 — to — 8th. January, 1924.

RELIABILITY.

A PIANO WITH GOOD TONE WHICH WILL WITHSTAND THE HARDEST USAGE

is the—

MORRISON PIANO

THEY CAN BE SAFELY RELIED ON BECAUSE THEY ARE BUILT TO STAND THIS CLIMATE.

GUARANTEED FOR SEVEN YEARS.

Cash or easy payments can be arranged.

See them at

TSANG FOOK PIANO CO.

Telephone No. 2127. 94A. Wanchai Road.

Tel. 654 **HOP CHEONG** 55, Queen's Road, Central.
COMPLETE HOUSE FURNISHERS

DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS, SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

— ESTD. 1884 —

METAL GOODS and HARDWARE.

Tel. No. C1993. 119 Jervois Street.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.
TELEPHONE NO. 212.
CELL. PLAC: "T" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

NOTICE

IMPORTANT ANNOUNCEMENT.

Lending Studios in London are fitted with the latest artificial lighting devices in order to ensure perfection in photography.

The Ming Yuen Studio.

14, Beaconsfield Arcade
Is now fitted with the latest lighting apparatus in order that clients may obtain as excellent and artistic photographs as can be obtained in any part of the world.
We are at your service day or night.

THE VICTROLA

is Superior.

we can convince by demonstration

MOUTRIE'S—Sole Agents.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated

— cement — asbestos —

ROOFING

The Inspecting Engineer to the Crown
— Agents for the Colonies —

has conducted an interesting and conclusive series of tests on "ITALIT"

and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

"ITALIT" provides the maximum in durability and safety at a minimum cost.

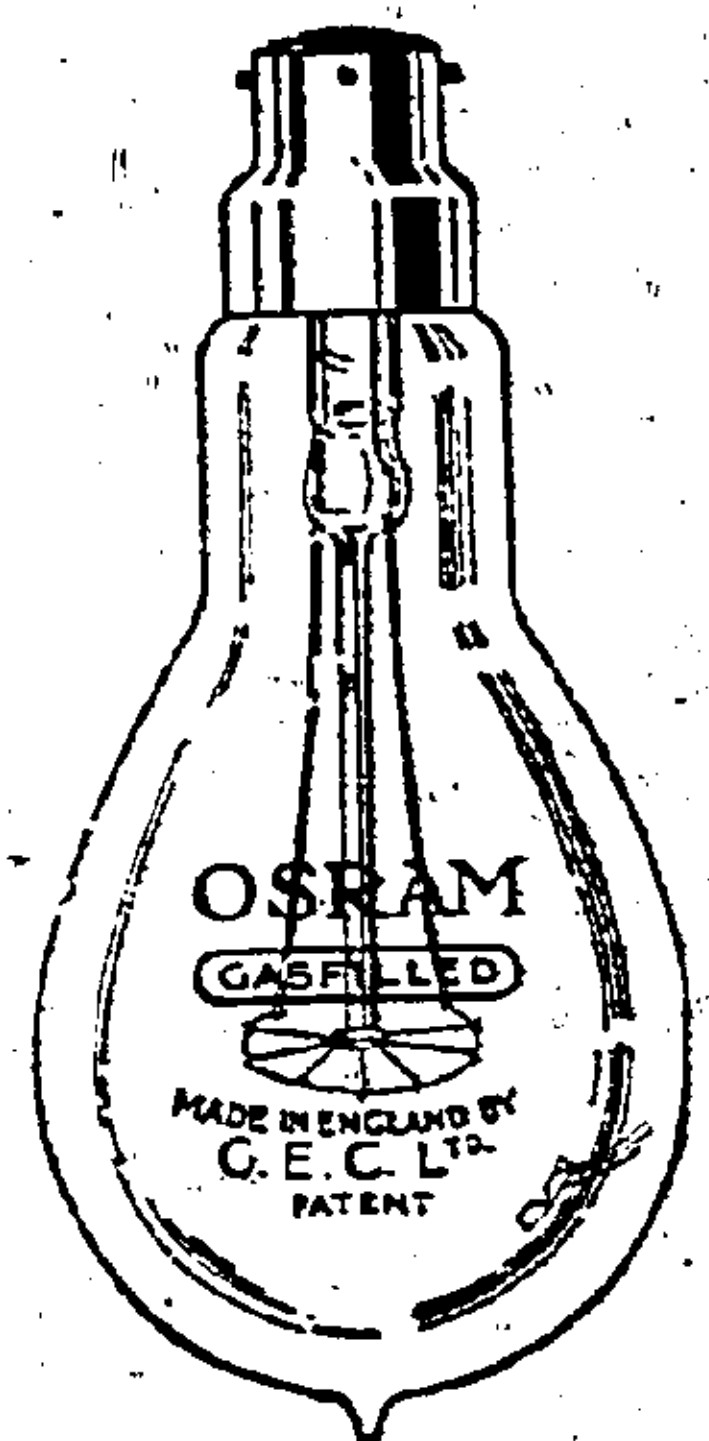
Delivered or fixed in any quantity anywhere.

Just ask for a copy of the "ITALIT" Booklet.

STOCK CARRIED BY—

SHEWAN TOMES & CO.
HONGKONG & CANTON. SOLE AGENTS

Osram G.E.C.



BRITISH MAKE

PRICES REDUCED

FROM NOVEMBER 1st. AS FOLLOWS:—

30	WATT	.70
40	WATT	.75
60	WATT	.85
75	WATT	1.00

THE CHEAPEST & BEST GAS FILLED LAMP OBTAINABLE

THE G. E. C. OF CHINA LTD.

QUEEN'S BUILDINGS, HONGKONG.



THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for great number of years.

BLENOSAN CAPSULES

(Santal Oil & Kava Kava)
provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others and are made in a model laboratory to preserve the most hygienic principles. To be obtained of all chemists and stores throughout China and the East and from the stockists Fletcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. S. Watson & Co. Ask for Ferber's Blenosan Capsules and refuse substitutes.
Sole manufacturer: **ROBERT FERBER LTD.**
Asylum Rd., London S.E. 15

The Hongkong Telegraph

Published Daily

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FRECKLES AND HIS FRIENDS

Willie Is Doubtful Now

BY BLOSSER



BURNETT'S

FINEST LONDON

DRY GIN

Unique in Character and Flavour
GIVES THAT DISTINCTIVE EXCELLENCE
TO A COCKTAIL.

BURNETT'S Gin was a household word in London before
most of the men who fought in the big war were born—

AND STILL IS

SOLE IMPORTERS

A. S. WATSON & CO., LTD.

Wine and Spirits Merchants.

ESTABLISHED 81 YEARS.

MOUTRIE PIANOS

LEAST COST
MOST SERVICE

Catalogue on request

S. MOUTRIE & Co., Ltd.

Chater Road.

LANE, CRAWFORD'S



ATTRACTIVE DANCE FROCKS

in the newest materials and styles.

ORIGINALITY IS ALWAYS
THE KEYNOTE OF OUR
AFTERNOON AND EVENING
GOWNS, COATS and WRAPS,
FANS, FLOWERS, BANDEAUX
BAGS, ETC.

LANE, CRAWFORD LTD.

WINGARNIS

Gaiting Stronger Day By Day

Every wineglassful of Wingarnis brings increased strength and vitality to those who are Weak, Anemic, Nervous or Run-down.

An outstanding feature of Wingarnis is its extraordinary power in rebuilding exhausted vitality, and in promoting new strength, new vigour, new rich, red blood, and new nerve force.

And the reason Wingarnis does this is because it is a Tonic, and a Restorative, and a Blood maker, and a Nerve Food—all combined in one rich, delicious, healthgiving preparation.

That is why over 10,000 Doctors have recommended Wingarnis.

And it is also the reason why countless thousands of Weak, Anemic, Nervous and Run-down Men and Women have obtained renewed health, enriched blood, invigorated nerves, and a fund of new vitality from Wingarnis.

And what Wingarnis has done for others it will surely do for you.

WINGARNIS

The Telegraph.

HONGKONG, 29th Dec., 1923.

PIRACIES.

There will, we presume, be an enquiry in due course into the piracy of the s.s. Hydrangea. In the meantime, we may expect to hear a deal of comment on various features of the occurrence, but it will be well to suspend judgment on the issues raised until the full facts have been thoroughly explored and made public. If there can be a pleasing feature about a piracy, it will be found in circumstance that in this particular case the robbers took no life their one concern was evidently to get as much booty as possible in the briefest space of time. They even treated their victims with a considerable measure of courtesy and did everything they could to make them comfortable, once they had relieved them of whatever of value they possessed.

Once again this piracy demonstrates how easy it is, under existing conditions, for pirates to go aboard steamers as passengers, either with arms on themselves or in their belongings. The attack on the Hydrangea follows the lines of many other local piracies in this respect. The need would, therefore appear to be urgent for devising some really adequate means of preventing this kind of thing. It is an utter impossibility, as things now are, for the police to keep a check on all persons leaving the Colony by river and coasting boats, but it ought to be within the range of practicability to work out some scheme by which, if not complete, at least a much more comprehensive scrutiny would be effected. The outstanding fact is that in nearly all recent piracies the robbers have gone aboard as passengers and have had no great difficulty in smuggling arms on to the vessels. This exposes the weak point in the existing arrangements; and a remedy must be found if these outrages are to be stopped or their number lessened.

In this connection, we do hope that serious consideration will be given to the scheme recently outlined by Mr. R. Sutherland for the creation of a big native passenger depot, from which all ships would depart and which would be enclosed both on the land and harbour sides, making

it possible to check all passengers, who would go through a special gateway, and also to keep sampans and similar native craft from coming close alongside ships when at the wharf. It seems to us that this idea is well worth exploring to the limit of its possibilities, whatever its cost may be.

Another point which these recurring piracies brings out is the necessity of closer co-operation between the British and the Chinese authorities for the tracking down of these lawless gangs, once a piracy has been actually committed. Some arrangement should be made by which permission may be given to British naval parties to land on Chinese territory when there is reason to believe that pirates have gone ashore within the confines of China proper. Prompt action would have to be the dominating consideration in cases of this kind, given which it ought not to be unduly difficult to track down the pirates. Such an arrangement would be to the mutual benefit of this Colony and the people of the adjacent province, because, after all, ordinary, peaceable Chinese are amongst the greatest sufferers from the depredations of these robber gangs.

Pistol Practice.

A notice in Garrison Orders announces that the pistol range at Scandal Point will be open to British civilians for pistol practice from 5 p.m. to 6 p.m. next Monday, the 31st instant. A pistol and twelve rounds of ball ammunition will, if required, be supplied for the practice at a charge of \$1, whilst those taking their own pistols and ammunition will be charged 50 cents for the use of the range and targets. The Officer Commanding, 1st Bn. East Surreys, has kindly consented to provide instructors, and his orders concerning safety precautions are to be strictly obeyed. If the attendance on Monday should justify it, a regular time for future practices will be announced. We need hardly lay stress on the great advantage that this opportunity provides for expert instruction and, no doubt, much needed practice by civilians with the pistol. We have somewhat restricted facilities for rifle shooting practice by non-Servicemen, even the Volunteers having until recently been confined to their annual course of musketry, and as far as the smaller firearm is concerned these facilities for civilians have been practically non-existent. This is a part of the world where proficiency in the use of firearms by the British community will always be a great asset. We need say no more, except to express the hope that the attendance at Scandal Point next Monday will be such as to justify the institution of regular practices.

France and Czechoslovakia.

One of the more interesting Reuter cables yesterday gave an outline of a treaty that has been concluded between France and Czechoslovakia, which provides for close co-operation in political, economic and military spheres, especially aiming at the maintenance of the new status of Europe under the various peace treaties. Of all the new "nations" that have come into existence since the Great War and the institution of self-determination, the inhabitants of this Balkan State of Czechs and Slovaks are probably the least affected by the depression which has overtaken so many other, bigger and older, countries. Presuming that French patronage will aim at an extension of this comparative prosperity, then Czechoslovakia will in time be the envy of her less fortunate neighbours; but there will not be wanting critics who will point to Poland as an example of France's aims in the sphere of "political, economic and military co-operation." The Poles certainly have not found the policy they followed, while back, an unmixed blessing, but it were vain to try and lay all the blame for that on their patrons. Whatever else might be said of this latest rapprochement, it must be admitted that it is a diplomatic triumph for our neighbours across the Channel.

DAY BY DAY.

IT'S NOT GOOD FORM TO SAY NICE THINGS TO A PERSON'S FACE. IT IS USUAL TO SAY THEM TILL A MAN IS SAFELY BURIED AND OUT OF EAR-SHOT. De mortuis ait nisi BUNKUM!—John L. Carter.

The renumbering of Peak houses comes into force on January 1st.

The name of Mr. A. H. Fenwick has been added to the list of authorised architects.

Sir James Jamieson, British Consul General at Canton, is leaving on Home furlough to-day.

The order proclaiming Bangkok a place where a contagious disease prevails has been withdrawn.

A Shanghai telegram to the Canton Gazette says the Diplomatic Corps in Peking has decided to recall the various foreign warships sent to Canton.

His Excellency the Governor has appointed a building in the grounds of the Sailors' Home known as the Vaccination Centre for Emigrants to be a place for the purpose of public vaccination.

The Gazette contains particulars of the proposed leasing of foreshore and seabed at Tsing I, in the New Territories, comprising about 874,000 square feet. The annual rental is \$2,008 and the upset premium \$8,661.

His Excellency the Governor has appointed the Principal Civil Medical Officer to be Superintendent of Vaccination, and all other Government Medical Officers to be Deputy Superintendents of Vaccination. These appointments take effect on the 1st January, 1924.

The Canton Gazette says:—According to the vernacular press, only Presidents are allowed to negotiate for the return of Customs surplus, therefore, various Societies and Guilds are contemplating to elect Dr. Sun Yat-sen as President of the South-Western Provinces.

General Yang Ting-pui, late Acting Canton Garrison Commissioner, has committed suicide by jumping into the river. His body has not yet been recovered. In recognition of his services to the Constitutional cause, Dr. Sun Yat-sen has ordered that a memorial service be held in his honour.

A cargo boat was sunk yesterday near the southern entrance to the Yau-mat typhoon shelter. The boat was being towed into the shelter when it collided with a big cargo junk which was coming out of the shelter under sail. The cargo boat was badly holed and sank within a few minutes, but not before all the crew had been taken off.

In connection with a recent Reuter's telegram stating that the annual report of the British American Tobacco Company shows a net profit of £4,495,000, local officials of the Company state that the annual report includes returns from at least 50 subsidiary companies all over the world, and that only a small part of the total resulted from the trade in China.

An excellent entertainment was held at the Club Lusitano last night in celebration of the tercentenary of St. Francis de Sales, the patron of Catholic writers and journalists. There was a large attendance, which included Bishop Pozzoni and many other well-known Catholics. "The Nightmares" band, under the conductorship of Rev. Father Riganti, contributed excellent selections, whilst other contributors to the programme were Mrs. Quark, Miss C. Hyndman, Miss A. A. Rosello and Mr. E. G. d'Aquino (songs) and Mr. C. Olive (monologues). The accompanists were Mrs. V. Gonsalves and Madame C. Albuquerque. During the evening addresses were delivered by Mr. W. G. Fitzgibbon, Mr. J. P. Braga, Mr. A. Almeida and Madame M. T. Carreira.

One of the old snuff mills at Juniper Green, Middlethian, which has been working for over two centuries, has ceased operations, owing to the decline of the snuff habit. The remaining snuff mill in Juniper Green is believed to be the only one of its kind in Scotland.

Bulls and Inners

From the Office Butts.

We are authorised to contradict the rumour that, as a New Year resolution, the Government is determined to finish Statue Pier before it needs to be rebuilt.

A definition: Peking Pirates—Punk Politics.

The R.H.K.G.C. advertises that notices referring to competitions are posted in the Club houses. One would imagine that the officials had graduated at St. Andrew's.

The Chinese ex-soldier who was robbed at Yau-mat last week is now committing to memory the Chinese equivalent of "out of the frying pan into the fire."

The Diplomatic Corps gives the lie to the theory that dead men tell no tales.

Something must really be done with our Post Office. Dr. Sun's Christmas wishes to the Telegraph have not reached us yet.

They are coining money at Canton, but not at the Mint.

Some people's idea of heaven is a Carnival every night. Our idea of hell is a perpetual "morning after" feeling.

The Christmas spirit consumption test showed that very few people were able to do even a yard to the gallon.

There has been too much CANT ON the subject of the Customs surplus.

There is no truth in the story that Messrs. Adamson, Greenhill and Peel will assist the Government to put into effect a comprehensive bunkering scheme for Hongkong Harbour.

It has been suggested that the real reason why the V.R.C. annual meeting was held so late was that members might have an opportunity of personally congratulating our genial Colonial Secretary on his recent honour.

Some people are lucky; others have indifferent solicitors.

Probably instincts of self-preservation explained why no body went to the Fancy Dress Carnival disguised as a landlord.

We readily recognise that it is much easier to alter the road than the floor levels in Queen's Road.

Nice warm weather we're having. Must be due to the hot air contained in some of these Canton Citizen's Manifestoes.

Another depression in the labour market. The coolie who taught Mr. Stephen's car to run without a driver is now seeking employment.

We watched Kowloon play cricket on Boxing Day; pardon, wicked.

Lots of folk are still anxiously awaiting Mr. Tse Tsan-Tai's next pamphlet dealing with the alluvial deposits of loess in Happy Valley.

A happy sign: The R.H.K. Golf Club paid more for water last year.

A thousand dollars makes a nice New Year's gift, excepting, perhaps, that it's a bit expensive.

A specie of magpie peculiar to the Peak District has been seen in Kowloon recently. Possibly the smell of Christmas pudding has something to do with it.

A Hampshire farmer who thought a teapot a good place to keep £500 can put it to its proper use now.

Mudie's list classifies, under the heading "Sports, Games, and Pastimes," a book on "Pimples, Blackheads, and How to Remove Them," issued by Athletic Publications, Ltd. Played indoors, we presume.

Appropriately enough, the sun is not so high overhead during these winter months.

A man sued a dog fancier in London the other day because a pedigree pup he bought hadn't got a correct tail. Must have been cur-tailed!

From a conversation overheard on the Peak Tram the other night, we should say that the success of some local parties might be judged from the number of uninvited people who get mad.

A scientist says that man is run by electricity. We know some who are run by their wives.

Apparently the reason why so many Germans nowadays are poor is because they do not favour the Reich.

We read in the Post that Scotland was under snow last month. Judging from sports results, she is also a frost in Hongkong.

Hard work: Writing bulls while suffering from Carnivallitis.

Almost as bad as being carnivorous.

Taipans who become so incensed at being crowded out of tiffin trays at the lower station on account of the new grill, should take a bite at it.

We are convinced that the real Christmas spirit is best expressed in champagne.

It has been suggested that on Tuesday next, local bachelors should hold a Self-Commiseration Meeting. Leap Year will have dawned.

And speaking of Leap Year, many a matrimonial leap has been made in the dark.

He who leaps last laughs longest. At least, he has a shorter time in which to be really sad.

The most popular beverage on December 27th. was plain water.

The Christian Science Monitor, in an article on Canton, says "Rents are becoming very scarce." We wish ours were.

The low value of the German mark should help to build up a virile race. It now takes a man all his strength to carry home his week's wages.

Just as we're getting the taste of Christmas pudding and turkey out of our mouths, it'll be time to tackle the comradre's capon and peanuts.

Some of the silk stockings worn on Boxing Night had a quick run for their money.

MacWhirter, he says if alcohol is food, lots of us should be in good shape to face the New Year.

"Three Sun Eclipses Next Year," says a Northern contemporary. There may, of course, be more.

"Cheaper Palm Oil," says a newspaper heading. We hope the reduction will apply to Hongkong.

A military officer in Canton, who has suggested a tax on matches, must be a bit of a humorist. He points out in his petition that the impost will be a very light one.

War is an awful business. A Canton paper announces that owing to the fighting on the East River front, Government departments will only have one day's holiday at New Year, instead of the usual three.

In an advertisement, a Canton firm of expert undertakers and embalmers state:—"We cordially invite all to accord us a trial." A grave request.

Never judge your neighbour by what you see hanging on the clothes line.

Africa has cows no bigger than dogs. Now we know where the condensed milk comes from.

Among visitors to Malaya is the Hon'ble Sir S. R. M. M. A. Annamalai Chettyar, who is able to put as many letters after his name as before it. We believe he would support the new movement to have larger visiting cards for men.

Things are so noisy in Germany now that they can't even hear the mark drop.

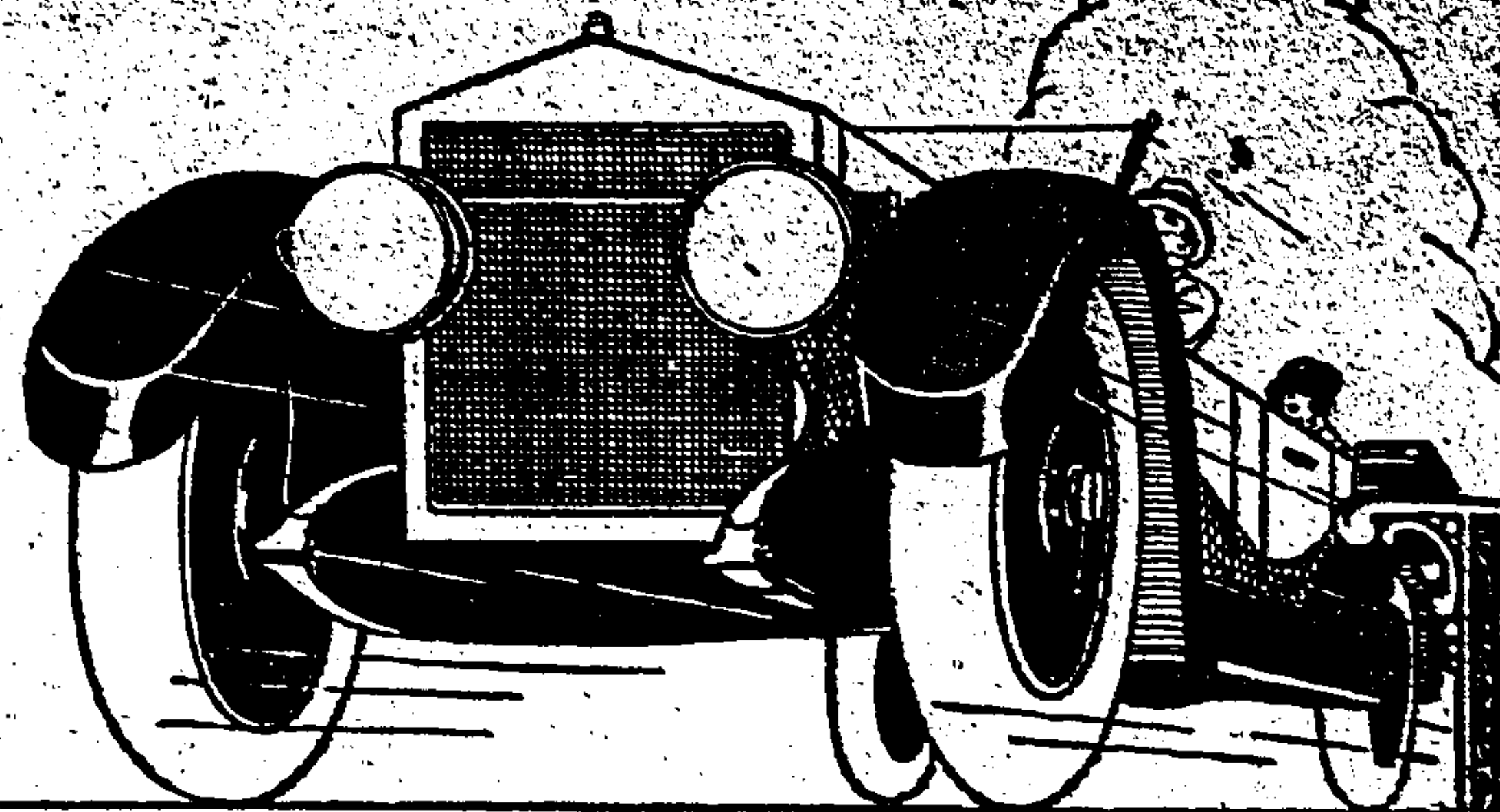
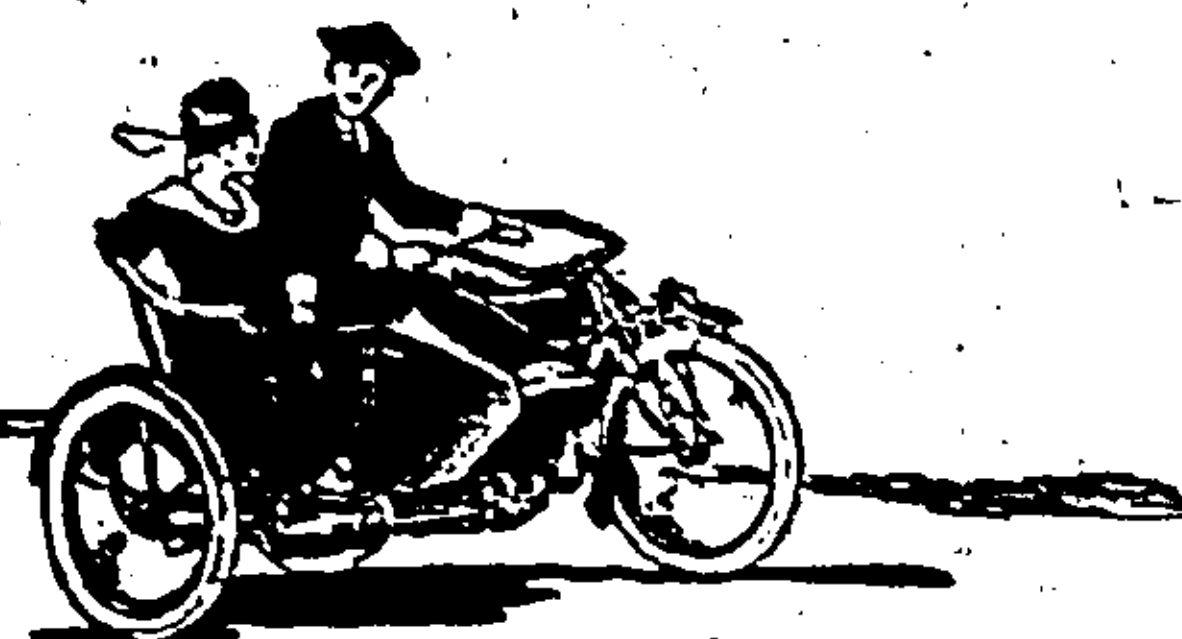
The obvious: "Come to the toyshop for toys."

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, the 29th. December, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

A regular contributor to this Supplement recently had the opportunity of trying out the latest model 11 h.p. "Standard" light car, which is manufactured, as is generally known, in Coventry. This model, which has arrived in Hongkong, fully upholds the high reputation which the makers have established for themselves. The engine is an overhead valve four-cylinder, of only 1307 c.c.—just larger than the American big twin motor cycles which one encounters in Hongkong, and the way it does its work is, says our contributor, nothing short of amazing. The whole unit is very accessible, such items as carburettor, magneto, generator and valve tappets having nothing in the way to hinder adjustment. The back axle is easy to get at by removing a plate under the dicky seat. The body on this particular car is a roomy two-seater with double dicky, being admirably finished in fawn with black wings and chassis, the body lines being most pleasing to the eye.

The only criticism against the car is that the springing, with two occupants on board, is rather on the stiff side, but no doubt with the dicky seat occupied, this would be quite all right. The equipment includes separate from the engine or exhaust, and starter, five lamps, electric horn, an hour, the engine runs like a Rolls—a high compliment, but one that is quite justified. After a short run on the level to let the engine "find herself," I tried Stubbs Road to the Peak, and, to my surprise, with two occupants, she took it on top with the acceleration about three-quarters

PHILANTHROPY AT OLYMPIA?

Many Cars "Too Cheap."

When I tell you that a large percentage of the cars staged at Olympia are "too cheap" (says Capt. E. de Normanville in the *Daily Chronicle*) you may be tempted to think the show period is having an ill effect on me. And anyhow, you will think, what has the price got to do with me or you—so long as it's not on the expensive side.

Well, it really has a good deal to do with us both, though we may not recognise it at first glance. When I go round the Show and see cars priced at a remarkably attractive figure, my first thought is: "By Jove, that's a bargain!"

On keener examination my first enthusiasm turns to consternation. The thought runs: "Why, with their output of just over 1,000 cars a year, they can't produce that car within £80 of what they're selling it at."

And having got so far—believe me, it's fact I'm telling you—I fall to wondering "Why? Why is such a phenomenal policy adopted? Is there a philanthropist behind the concern, or—is it a clearance sale idea?"

POSSIBLE CONTINGENCIES.

I have not yet met a philanthropist whose fancy ran to offering the public motor-cars below cost price, but there may be one. As such a thing is, very unlikely, however, it becomes a duty to the public to face the alternatives.

In this extraordinary phase, which is so palpably evident at the Motor Show to any observer with a knowledge of his subject, the British motor trade is different from any other staple industry of the country.

So far as you are concerned as a potential buyer, you have to consider two things. In the first place, you can get a remarkable bargain—a car of quality sold at less than its cost. Secondly, will that be a bargain a year hence if the sale of that particular car has been discontinued, and you find that you bought a "must liquidate assets" car, the sale value of which has by then depreciated 40 or 50 per cent?

So you see, you as a buyer have got an interest in this question, and it becomes my duty—unpleasant though it be—to point it out to you. There are very many cars at the Show priced below their cost, and if purchased you have to face future possibilities.

IT'S "UP TO" YOU!

I do not say that you should not take advantage of the "gifts the gods send." I do say that you should appreciate the facts and make a purchase with your eyes open to them.

On the bad side there is the danger that such a manufacturer may have to go out of business—and the value of your car drops enormously as a result.

On the good side such bargains may be temporary in character, and the manufacturer will raise the price later on to an economically sound figure. If you "bought low" you would then have got a bargain.

MOTOR CYCLE HINTS

WHEN THE ENGINE STOPS.

[BY "NORTONIA"]

To some cyclists, the idea of their engine stopping for some unknown reason sends cold shivers down their back; to others the experience is a welcome relief to the almost monotonous reliability of modern machines. It is for the first class that these notes in particular are penned.

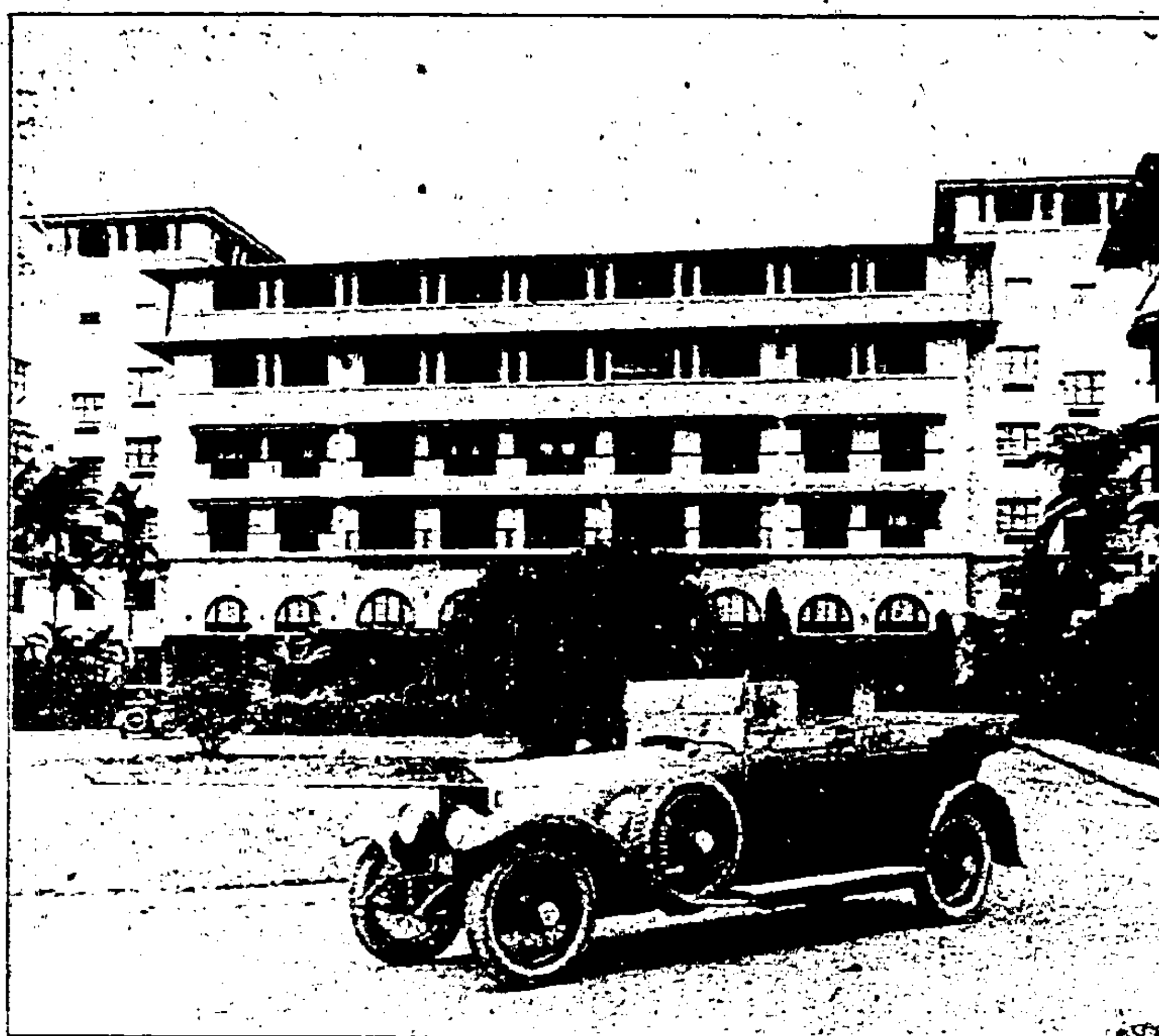
After a little practice, one is soon able to tell exactly why one's engine has stopped. For instance, a failure of the petrol supply is almost always heralded by some spluttering and blow-backs in the carburettor; a magneto failure usually causes a sudden stop; while a plug failure will usually cause misfiring. A valve spring will probably cause intermittent or continual misfiring.

However, we will say the engine has stopped and we have to diagnose the fault. First, carefully look over the engine and also see that there is petrol in the tank and the tap is turned on. Next see that the high tension leads are firmly attached both to magneto and plug, and, if no other defects are obvious, put your finger on the plug terminal and gently depress the kick-start. If a shock is felt, probably the magneto and plug are all right; so glance at the valves to see that they are opening and closing properly and the tappets are properly adjusted. Then depress the tickler of the carburettor and see if it floods. If it is all right up to this, take out the plug and lay the body on the cylinder, being careful that the terminal is not touching any of the iron parts of the machine. Revolve the engine by means of the kick-start and notice whether a spark passes across the points. If not, renew the plug and try again. If still no spark, detach the H. T. lead and hold the end about 1/8 in. from the cylinder and see if a spark jumps this gap when the kick-start is depressed. If so, obviously the plug is no good, but if no spark passes, proceed to examine the magneto. Note that the points really make and break contact and that they separate to the correct gap as found by the gauge on the magneto spanner. Note that the rocker arm moves freely on its bush and that its spring is not broken or detached. If there is pitting and burning of the platinum points, the condenser is either functioning improperly or not functioning at all, and in this case the magneto must be sent to a service station. If the contact breaker seems all right, detach it by unscrewing the centre nut and gently prising it off with a screwdriver. Note that the carbon brush, fixed in the back of the contact breaker is intact and making good contact with the face of the plate on which it rubs. Then examine the carbon brush at the magneto end of the H. T. lead. See that it is unbroken and making good contact with the slip ring, and clean the slipping by means of a petrol-moistened rag inserted through the brush holder hole and allowed to rub on the ring while the engine is revolved. If still no spark, you may give the job up as hopeless—it probably indicates some of the windings burnt.

The only other fault in the ignition system provided one gets a spark is that the magneto sprocket has slipped around on the end of the armature shaft, so upsetting the timing. The timing can be easily checked by getting the piston at the top of the com-

pression stroke, i.e. the stroke when both valves are closed and with the ignition lever two-thirds retarded, setting the points so that the fibre block on the heel of the rocker arm is just coming on the cam, thus causing the points to commence to open. If we get a spark and the engine still won't start, detach the carburettor, thoroughly clean it, including special attention to the jet and the passage from float chamber to jet and see that the petrol pipe is quite clear. On reassembling, the engine should start.

MAGNIFICENT BRITISH CAR FOR MANILA.



This 40-50 h.p. 7-passenger Rolls-Royce car (Barker-built body) was supplied to Lieut. Osborne E. Wood, son of the Governor General of the Philippines, by the Hongkong Hotel Garage. It is photographed outside the Manila Hotel.

FUEL AND OIL.

Will Henry Ford Enter Market?

One of the unconfirmed rumours heard in the U.S. is that a group of independent oil men has laid a proposition before Henry Ford for the marketing of gasoline and lubricating oil through the many Ford service stations throughout the country.

The plan involves the purchase by Ford of the output of several independent refineries on long-term contracts, with a sliding scale arrangement which would provide a spread between crude and refined products sufficient to give the refiners an adequate margin of profit.

In return Ford would be expected to content himself with a margin of one cent a gallon, figuring that this additional service will strengthen the bond between the company and its customers and that the local Ford agencies will absorb part of the cost of distribution.

pression stroke, i.e. the stroke when both valves are closed and with the ignition lever two-thirds retarded, setting the points so that the fibre block on the heel of the rocker arm is just coming on the cam, thus causing the points to commence to open. If we get a spark and the engine still won't start, detach the carburettor, thoroughly clean it, including special attention to the jet and the passage from float chamber to jet and see that the petrol pipe is quite clear. On reassembling, the engine should start.

CAUSES OF KNOCK.

Some Interesting Hints.

There are many things that cause an engine to knock and even after a mechanic becomes accustomed to the peculiar noises of one certain engine, it often is hard to decide the exact location of a knock in an engine of some other make. Knocks vary in sound, due to difference in construction. A piston of a large bore will make a heavier slap than a piston of a small bore; a wristpin rap will vary according to its size; the tap of a loose connecting rod depends upon the thickness of the metal in the bearing; the extent of the thump in a main bearing is governed by its length, as well as its support in the crank-case, and the rattle of a camshaft bearing is governed by the construction, metal in the bearing, whether the bearing is loose in the crankcase or on the camshaft, and the general condition of the assembly.

Although this condition exists, there is a general resemblance between distinct knocks of engines and if the following points are borne in mind, they will be found very helpful in locating and eliminating the causes—

The carbon knock, most noticeable when the engine is hot, and particularly when under load, such as pulling stiff grades, is a clear, hollow sound.

To a certain extent the spark knock is similar, perhaps a trifle duller. Also, with this trouble the engine runs very unevenly at low speed.

The piston slap, very much like a rattle, is heard only when suddenly opening the throttle.

The tap of a loose connecting rod, which sounds like the tapping of steel with a hammer, is most noticeable when suddenly opening the throttle, when coasting—except in extreme cases where the bearing is completely burned out.

A loose main bearing makes a dull thump, and is distinguished easily when the engine is put under load.

The camshaft knock is always a metallic rap, occurring at camshaft speed.

USEFUL TIPS.

A monkey wrench should never be drawn backward from the jaws, as this movement is likely to bend the bar. Don't pull—push.

Straining gasoline through a flour sack soaked in cylinder oil will keep out most of the water that may be found in the gasoline.

Operators who habitually rest feet on the brake and clutch pedals will wear out the clutch collar, making it noisy.

A frequent cause of overheating is the fan belt slipping or the spark control not working.

IN THE GARAGE.

The Necessity for Care.

A few simple precautions observed around garages, both public and private, will prevent many serious accidents. Two special hazards are to be guarded against—asphyxiation and fire.

Carbon monoxide, one of the gases given off from the exhaust pipe of an automobile, is a deadly poison. Some people have been worried over the carbon monoxide generated by automobiles in streets, although danger out of doors is negligible. There is, however, a real danger when the engine is running in a closed garage. When it is necessary to run the engine inside for even a few minutes, open all the doors and windows and be sure that there is enough draft to carry off any fumes.

Wherever gasoline and oils are stored there is always a serious fire hazard. Keep the floor of the garage free from oils and greases and place all oily rags and waste in a metal container. Always keep an approved fire extinguisher on hand and never attempt to put out an oil or gasoline fire with water.

Use only a pocket flashlight or a portable electric light around oil and gasoline. The latter, if used, should be equipped with an armored cable, vapour proof fittings, keyless socket and should have a stout cage around the lamp. Sparks from the breaking of an electric lamp have caused serious garage fires.

When jacking up a car always make sure that the other wheels are securely blocked so that the car cannot move. It is a dangerous practice to run the engine when one or more wheels are jacked. Don't work under a jacked up car; if you can't use a pit, place the car on horses or some other substantial supports.

Drive in or out of a garage slowly, preferably in the low or reverse gear. Don't drive too close to a gasoline pump, and shut off your engine before filling.

WHEN THINGS LOOK BLACK.



How the road map looks to the man on tour in a 1909 model.

Firestone

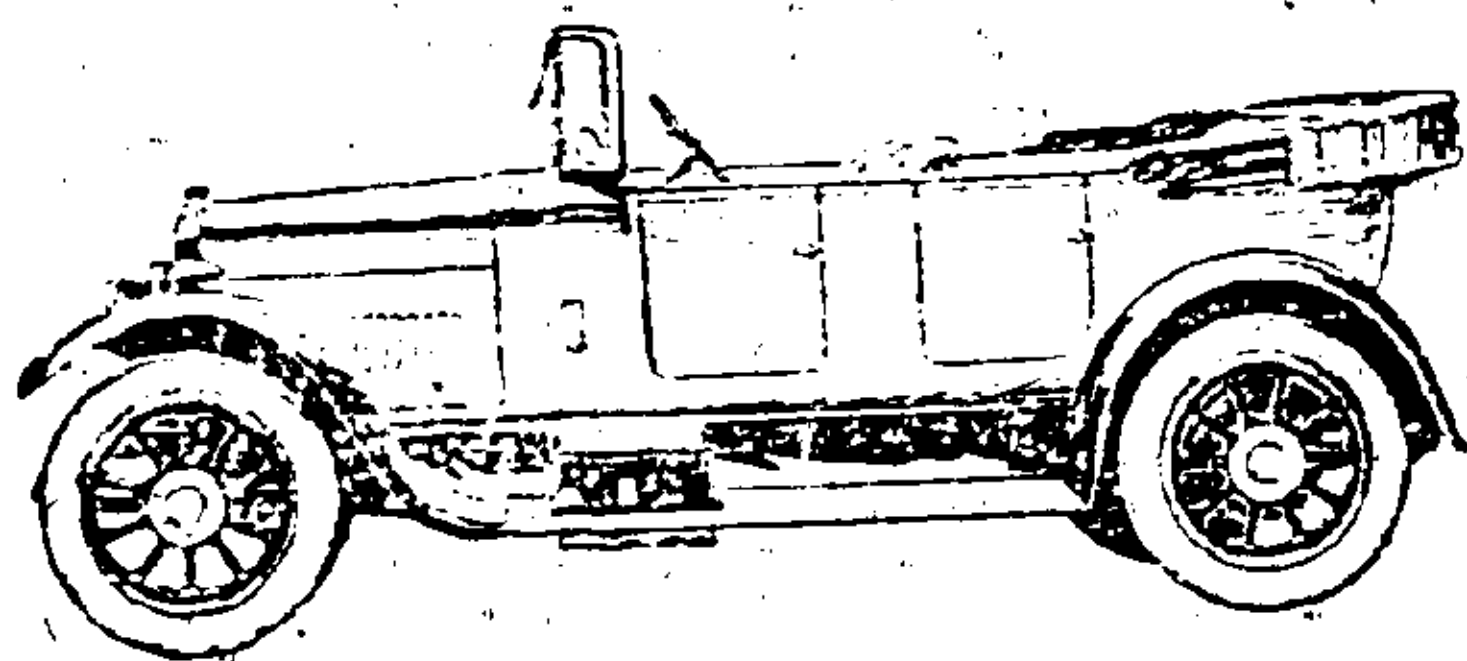
The Three Flag Run starts at the Canadian border, extends along the Western Coast of the United States, and ends at Tijuana, Mexico. It is 1,681 miles long. Within the last few months the Three Flag Motor Cycle Record has been broken three times, each time by riders on stock FIRESTONE MOTOR CYCLE TYRES. The sole record is held by Wells Bennett, his time being 46 hours and 9 minutes. The combination record is also held by Wells Bennett as he returned from Mexico to Canada in 54 hours and 42 minutes, lowering by 11 hours and 11 minutes Cannonball Baker's Side Car record made in 1919. FIRESTONE MOTOR CYCLE TYRES AND TUBES HAVE NO EQUALS.

Most Miles Per Dollar

DISTRIBUTORS: The DRAGON MOTOR CAR Co., Ltd.

Arrol-Johnston

BY FAR THE BEST VALUE IN THE MOTOR WORLD TO-DAY
COLONIAL MODEL Brief Specification



The All British Car

DEMONSTRATION INVITED

Price £ 550

SPECIALLY BUILT AND GEARED FOR HONGKONG

HONGKONG HOTEL GARAGE

PHONE C. 32.

The Hongkong & Shanghai Hotels Ltd.

4 cylinder 17.9. H. P.
5-Passenger Touring Car.
Cape Cart Hood and Storm
Curtains. Upholstered in
Antique Brown Leather.
Dunlop Detachable Spoke
Wheels. Dunlop (British)
Cord Tyres. One Spare
Wheel and Tyre. C.A.V.
Electric Lighting and
Starting. Speedometer
Clock, Bulb, Horn, Luggage
Grid, Petrol Tin and
Holder.

MOTOR CYCLE AS AID TO SPORT.



The motor cycle combination is much used in sporting expeditions in the States. These duck-shooters are making good use of their Harley-Davidson.

THE MOTOR SHOW.

Mechanical Tendencies Analysed.

So far as mechanical developments are concerned, says Capt. E. de Normanville in writing on the Olympia Motor Show, there is little departure from previously existing practice to record. Popular principles have become more firmly established, and some tentative developments have either disappeared or are at vanishing point.

The four-cylinder engine, for instance, is still enormously in preponderance. The six-cylinder is established as the power unit for the luxury car, and the eight-cylinder, whether of V type or with the cylinders in line, has not succeeded in seriously shaking it.

FOUR-CYLINDER MAJORITY.

At a guess, I should say that three-fourths of the new season's cars have four-cylinder engines, and about three-fourths of the remainder—that is, slightly less than 20 per cent. of the whole—have six cylinders. The residue of 6 per cent. or so are fairly equally divided between eight-cylinder and two.

The overhead-valve engine has undoubtedly made progress, largely owing to racing experience; but the gain in efficiency which bulks large and vital on the truck is not appreciable to the average motor owner on the road. So designers think, apparently, for the conventional pattern of side-valve engine is still comfortably in the majority.

THE QUESTION OF SPRINGS.

Much the same may be said in regard to suspension. There is no question that in certain circumstances cantilever springs give results that cannot be obtained with semi-elliptics. But the necessary conditions do not always prevail, and for ordinary purposes a well-designed half-elliptic spring is a little more than "good enough."

As a matter of fact, about half of the new cars are sprung on semi-elliptics all round, the other half being divided between the other types—three quarter elliptic, cantilever, "grass-hopper," and so on.

FOUR SPEEDS GAINING GROUND.

I am glad to say that there is an unmistakable trend in favour of four-speed gear boxes.

In spite of many specious arguments against them and in support of the three-speed box, I am still convinced that since we cannot have a perfect infinitely variable transmission on every car, four speeds make a better compromise than three. And, the smaller the engine, the greater the need for a four-speed box.

A rough estimate shows that four-speed gear boxes are at least equal in number on 1924 cars, and I rather fancy that a more careful survey would show them to possess a definite numerical superiority.

Water circulation is another case of two rival principles striving to gain the ascendancy. Pump circulation is seriously

CADILLAC'S NEW MODEL.

IN GREAT DEMAND.

Final reports for the first six weeks after the announcement of the new Cadillac V-63 show an increase in sales of 44.8 per cent. over the corresponding period in the sale of the preceding type. Production for the same period is also running 42 per cent. higher than with the type 61, according to Mr. Lynn McNaughton, Cadillac vice-president and general sales manager.

"The comparison is an especially clear index of increased demand," states Mr. McNaughton, "because the type 61 was announced at exactly the same season of the year as the V-63, with the same seasonal trend in effect. It indicates that the fundamental improvements in the latest type have won the full approval of former Cadillac owners and of prospects who have more recently arrived in the class of Cadillac purchasers."

From the outset of the V-63 season orders have been coming in faster than they could be filled, and there has been a particular shortage of the models "most desired by foreign buyers."

"It is the performance of the new cars which has especially impressed buyers and prospects, and with the new owners who have taken long trips, or have driven away their own cars from the factory, the great smoothness and dependability in operation are commented upon even more than the engineering developments that make the performance possible."

"At this time of the year when sales of closed cars are highest, our new bodies, with their many improvements and features which formerly were obtainable only in custom jobs, have been factors in raising our sales to these high levels."

This is a natural result of the development of super-efficient engines. And yet one or two engines which are well up to the average in regard to efficiency are to depend upon natural cooling in 1924, without even the assistance of a fan.

POSITIVE FAN DRIVE.

With this evidence of conflicting opinion on so simple a point it is clear that we are as yet far from reaching finality in motor-car design.

There is a distinct tendency in this connection to eliminate belt drives for such components as the fan, dynamo and speed indicator and to substitute a positive drive by chain or shaft. And one or two makers go a step further by fitting the dynamo in a suitable position so that the fan can be mounted on an extension of the armature shaft.

CAR SPEED AND DISTANCES.

How to Improve Your Judgment.

How many motorists are good judges of car speeds and distances asks Capt. E. de Normanville. In the case of those who are not favoured in this respect, what is the best way to effect an improvement?

When you are driving a car, there is always the closest possible relationship between time and distance. Many people find it hard to judge either factor accurately, and when the two have to be judged simultaneously the problem is rendered more difficult.

Before we start talking about ways and means of effecting an improvement, please remember that there is one golden rule in all cases of doubt. It is summed up in Punch's monosyllabic advice—"Don't." Whenever you are in doubt—play for safety.

THOUGHT AND ACTION.

This ability to judge speed and distance varies considerably with different people. It is, in the first place, a gift of Nature, and, secondly, it can be developed by observation and experience—particularly the latter.

But when one uses the word "judge," it should be explained that it means in this connection the instantaneous forming of an opinion. The ideal is rather an instinctive intuition than a judgment.

You should not have to think, "Shall I clear that child all right?" Instinct should say, "I shall not clear that child unless I accelerate," or, as the case may be, "I cannot get by safely, I must put on the brakes."

And then comes the further difficulty that not only must the decision be made instantaneously, but it must be turned into action with equal speed. The mind must decide, and the body act simultaneously.

A COMMON FAULT.

How can a motorist who is not gifted in judging speed, time and distance, acquire a higher proficiency? As already indicated, two normal methods are observation and practical experience.

The bulk of motorists are fairly good judges for all normal circumstances. Occasionally you find yourself behind a driver who is worried about getting through a space when there is a clear yard each side.

Such a person will never learn. He's like the golfer who, has played for years and goes round in one under tens!

When you are in doubt about the space being sufficient for you to get through, it's about 50 to one that there is enough space—and a useful little bit to spare. Out of 1,000 average motorists, 999 would judge space on the small side.

You can easily improve your judgment in this respect if you are willing to take a little trouble.

NOW TO IMPROVE.

Get two light sticks or walking canes, and take them out to a lonely country road. With the aid of a few stones or some mud,

"COASTING" AND CAR ECONOMY.

How to Reduce the Petrol Bill.

Realising that "speed costs money," let us investigate some of the points in the handling of a car that will go a long way towards ensuring economy over a long period of use, says a writer in a Home paper.

We will consider first economy in the narrow sense of using as little fuel as possible for the covering of a given distance, and of similarly saving the tyres from avoidable wear. Economy in engine and other lubricant will follow as a matter of course, but unless the cases be very extreme—as, for instance, racing, on the one hand, and mere ambling on the other—lubricating oil costs are so very small over, say, a thousand miles, that they are not worth serious consideration.

Of what may be called direct and simple aids to economical running, coasting is perhaps the most important. It is surprising how few car drivers realise the chances offered to them of travelling along the highway literally for nothing beyond an infinitesimal tyre wear. The art of descending hills is an art that is seldom suspected to exist, which explains why it is so seldom applied.

AN EXTRAVAGANT METHOD.

Notice how on coming to the top of a moderate hill some drivers simply release the accelerator pedal and allow the car to overrun the engine. The carburettor is then in its slow-running position, which means that it is delivering to the engine the richest mixture that it ever supplies. This rich mixture is supplied when the throttle is all but shut on account of the setting of the slow-running device, because a rich mixture is slow-burning and is necessary to give that slow "tick over" which is so appreciated. But when descending a hill at, say, 25 m.p.h. car speed, the engine is turning over quite fast, and it is inducing into the cylinders a very rich mixture.

The result is that the fuel consumed in the descent of a hill by this method is probably much greater than it would be were the throttle opened wide and the car driven as fast as it would go.

A POPULAR FALLACY.

It is a fallacy to think that switching off the ignition will make any difference to the fuel consumption when the car is over-running the engine. It might make some difference if the throttle were kept wide open, but it is doubtful.

Descending hills with a wide-open throttle is a practice not to be recommended except under the extreme circumstances when the engine is being used as a brake with the lowest gear engaged.

Some drivers, realising the fallacy of descending hills with their engine working, depress the clutch pedal and allow the engine to "tick." Others go one better and switch off the engine, restarting it at the bottom of the descent by gently letting in the clutch again. The first method is indefensible, the second is better, but the following is best because it does not impose extra, and avoidable work on the clutch withdrawal mechanism—a component of the car that needs lubrication as much as any and more than most outside the engine and gear box but generally gets least.

If the gear lever be slipped into neutral the car will run with absolute freedom, and no part is being worked except the road wheels and back axle, which, of course, are always working whenever the car is moving. Slipping the gear-lower into the neutral position, and allowing the car to run under the influence of gravity alone is the simplest thing in the world.

make these sticks stand up in the road with varying distances between. Start with the sticks a yard wider apart than the extreme width of the car.

Starting from 100 yards away, drive through this "comfortable clearance" at varying speeds, commencing at 20 m.p.h. On the first occasion you will probably think someone has "put them close!"

With such practice you can narrow down the clearance until you will find yourself "at home" when there is only three inches each side to spare.

Whenever there is a "close shave," look at the right wing—don't try to look at both sides. If the steering gear is on the left, then, of course, you will look at the left-side wing.

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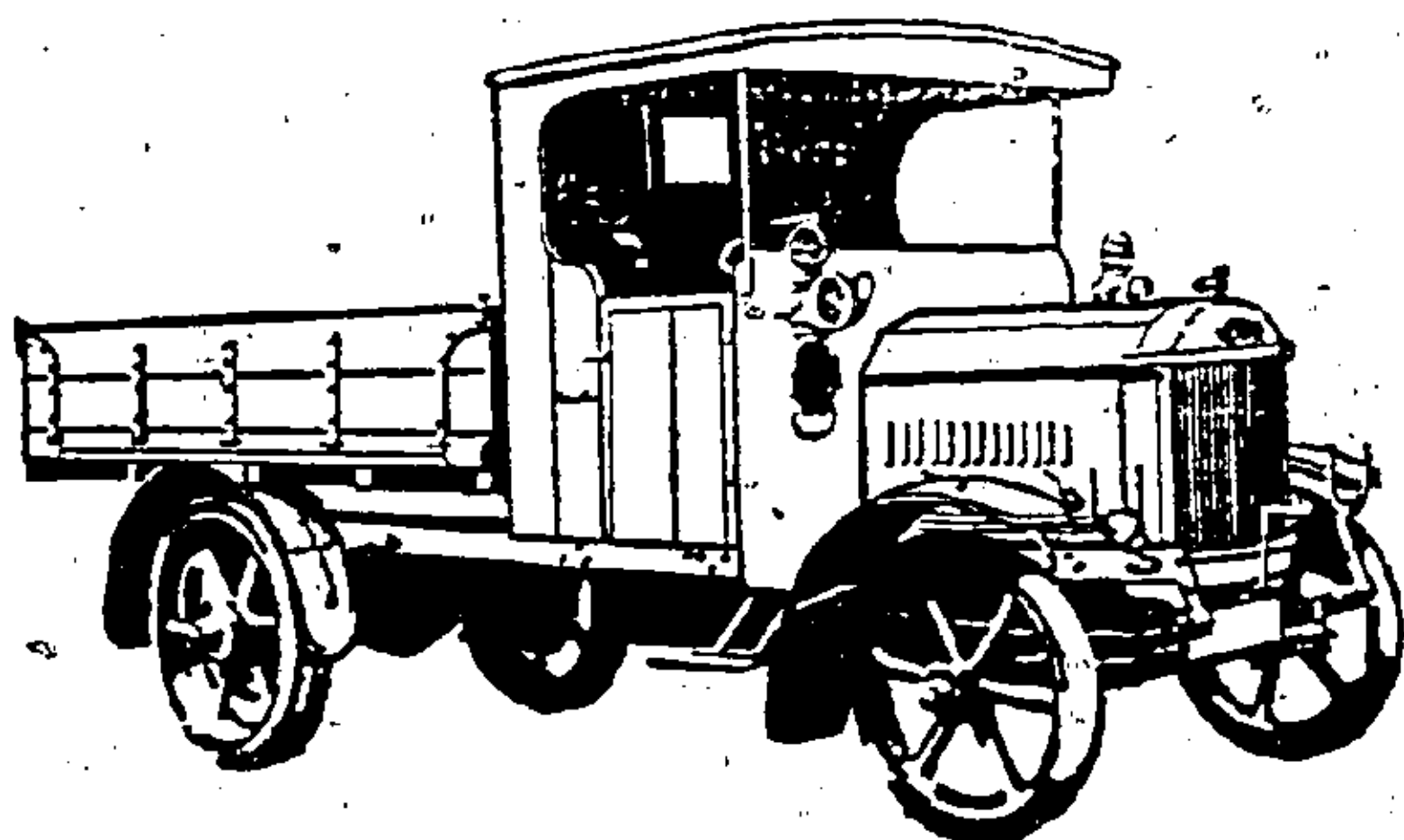
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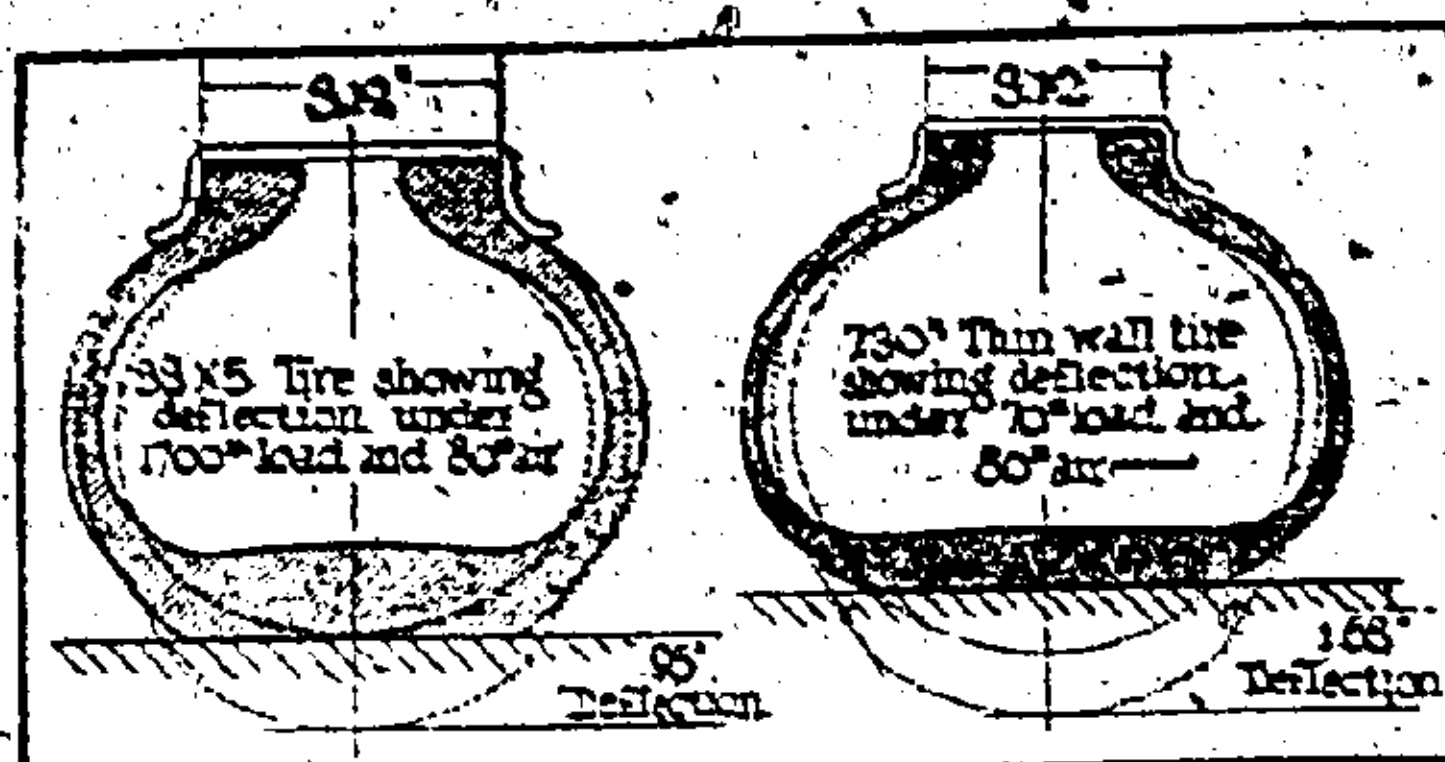
A woman stopped here the other morning and asked for permission to blow up her tyres. When she had put in 110 pounds, I said: "Lady, you are putting in too much air. You will blow out your tyres." "Oh, no, I won't," she replied. "My husband told me to put in sixty pounds a week, and we are going away for three weeks."—*Literary Digest.*

TOURS 4,200 MILES.

Another motor cyclist who has qualified as a long distance tourist is John Manning, of Rockford, who recently arrived in Los Angeles. He covered 4,200 miles and was only on the road 13½ days. He came by the northern route into Seattle and then down the Coast. Mr. Manning states that he had absolutely no trouble, and his machine was running perfectly upon his arrival in Los Angeles.

MORE ABOUT CUSHION TYRES.

Increase of Pliability.



CROSS SECTIONS OF PNEUMATIC AND BALLOON TYRES, SHOWING THE ACTUAL DEFLECTION OF EACH UNDER THE SAME LOAD.

The principle of the balloon or air-cushion tyre, according to Mr. James E. Hale, one of its designers, lies in the combination of low air pressure and contact area of the tyre and ground.

"In a general way," Mr. Hale's explanation goes, "the contact area of the tread with the road, expressed in square inches, multiplied by the internal air pressure, will give a figure which approximates the load carried by the tyre."

For instance, a tyre showing 20 square inches of contact with the road requires 50 pounds of pressure to carry a 1,000-pound load. If the pressure could be reduced—which would require increase of road contact—greater cushioning effect would result for the same 1,000-pound load.

But reduced air pressure and greater road contact bring another element to which the tyre failures have had to pay serious attention. That is what they call the deflection of the tyre, or the amount a tyre bends or droops under its weight.

This degree of deflection, if exceeded, would result in harm to the tyre.

According to Mr. Hale's figures, a 33 by 5 thick wall, pneumatic tyre, under a 1,700-pound load and 80 pounds pressure, would bend, or show an actual deflection of .95 inch. Under the same load, and 25 pounds pressure, which would be the ground contact area required in proportion to a 7.50-inch air-cushion tyre would drop 1.63 inch. That is not too much of a deflection in the new form of tyre, according to Mr. Hale. This conclusion he reached after experiment and study of two causes for tyre failure due to deflection. There were tread and drum-like deflection. There were tread and drum-like deflection. There were tread and drum-like deflection.

FRENCH TAXIS.

Running at Cheap Rates.

Single-passenger taxis have made their appearance on the streets of Paris at hiring rates only half those of the present full size cabs. The company responsible for this venture intends to bring its cabs out at the rate of twenty-five per month until a total of 100 is attained.

A Peugeot chassis is used with a four-cylinder engine of only 1.9 by 3.3 inches bore and stroke. This is equipped with a landaulet body for one passenger only, and makes no provision for

sidewall flexing, resulting in fabric failure on the inside plies. The thin wall air-cushion tyre, however, permits of much greater sidewall flexing than the thick-wall tyre. With lower air pressure, the bursting stresses on the carcass are low enough to make less plies necessary. The result is that a greater degree of deflection is made possible.

From this thin-wall and less-ply construction of the balloon tyre comes the question of its durability as compared with the older pneumatic. There is little cause to be concerned about that, says Mr. Hale.

We have run a total of 850,000 tyre miles under test observations," he says in his report, "and evidence points to average mileage at least as high as those enjoyed with regular pneumatic tyres. The character of the failures will unquestionably be somewhat different.

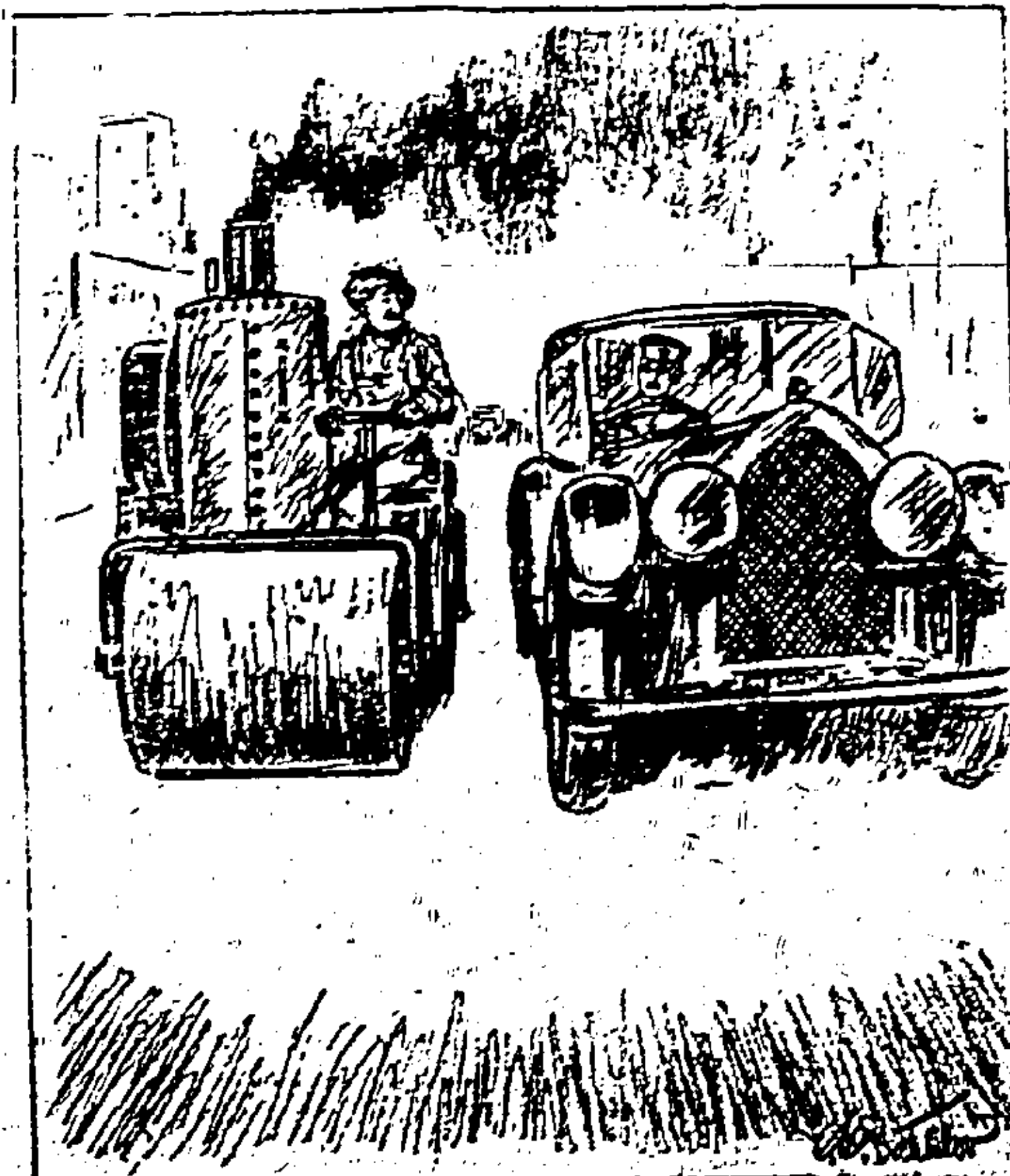
For instance, ply separation and tread separation will be minimized in air-cushion tyres, and with these eliminated the most prominent troubles will be fabric breaks in the carcass; also punctures and rapid tread wear.

Many people have questioned whether with such a thin tyre, punctures will not be sufficiently numerous to be of considerable annoyance. There are no grounds for concern on this score. In 30,000 car miles of operation on our test fleet, there were 7 punctures, and in 100,000 miles of operation in taxi cab service, there was an average of one puncture for each 3700 miles. The explanation is found in the fact that the tyre, being not so taut and hard and drum-like, rather than be pierced by the puncturing object.

With a track of only 36 inches and a wheelbase of 90 inches, the single seaters doubtless will be faster in traffic than the present full size cabs. Running 45 miles to the gallon, it has been possible to reduce fares to 80 centimes for the first kilometre, 50 centimes for each additional kilometre and 6 francs per hour for waiting. At present exchange this is equivalent to about sixteen cents (Mex.) per mile.

An attempt has already been made in Paris to popularize sidecar taxis at cheap rates, but it met with no success, principally owing to the lack of protection of these vehicles and their noise.

A STUDY IN CONTRASTS.



THE TORTOISE AND THE HARE.

DUNLOP

CORDS

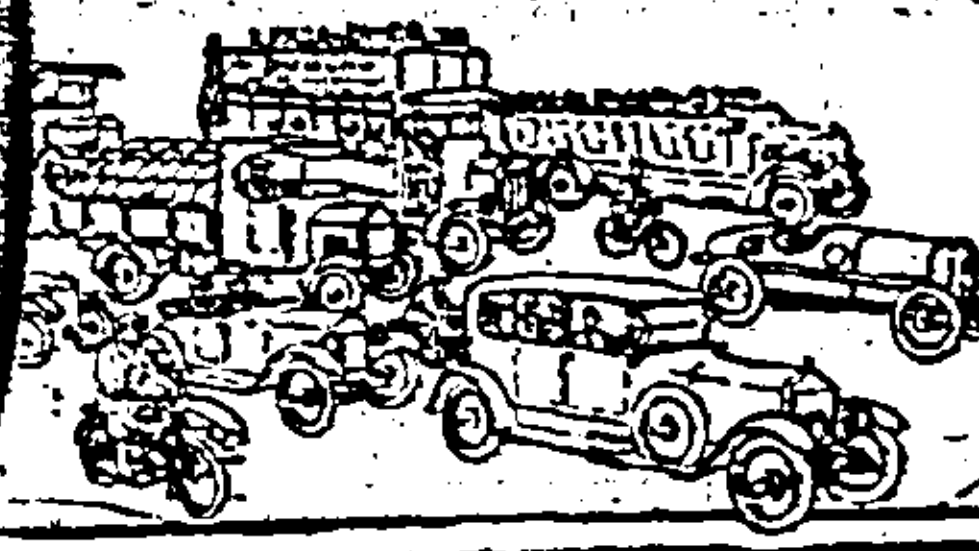
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THE size of your tyre bills depends upon how much mileage you get out of your tyres. Watch Them. Fit a Dunlop Cord next time. Note how much longer it lasts than other tyres. The test of its merit is on your car, not in our argument.



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TOURS FOR MOTOR DELEGATES.

To See Uses of Cars and Trucks.

An automotive vocational tour is being arranged for delegates to the World Motor Transport Congress so that studies may be made of actual uses of the automobile and motor truck in agricultural, commercial and government activities in Detroit, Michigan U.S.A., where automotive delegates from all countries will meet during May 1924.

Announcement of preparations for the tour was made by Mr. Jay P. Rathbun, member of the Foreign Trade Committee of the National Automobile Chamber of Commerce, who suggests that it will tend to furnish the delegates with ideas on the numerous vocational uses to which the motor vehicle may be put. It will also enable them to secure authoritative data on distribution systems used by department stores, dairy establishments, municipal departments and other major economic enterprises.

Efforts are being made to have tour include visits to as great a variety as possible of establishments," says the announcement by Mr. Rathbun. "This is essential in order that each delegate may secure ideas of possible application to conditions in his own country."

The use of motor trucks in dairying establishments has a special interest to a delegate from New Zealand where the production of milk products is an important industry. On the other hand, the transportation of lumber will have an aspect of local interest to the delegate from Sweden, where manufacture of pulp is of considerable proportions.

"Then there are distinct utility uses of the passenger car, that should interest delegates from important centres such as London with its large commercial establishments and possibilities of increasing the efficiency of salesmen in business calls."

"To delegates from Brazil and Argentina where large expanses of land exist, the use of the car by real estate companies should contain suggestions worthy of study."

"It is also felt that the data obtained from these first hand investigations will be devoid of bias and consequently can be used most effectively by the delegates in advocating new uses of motor vehicles in the local enterprises of their native countries."

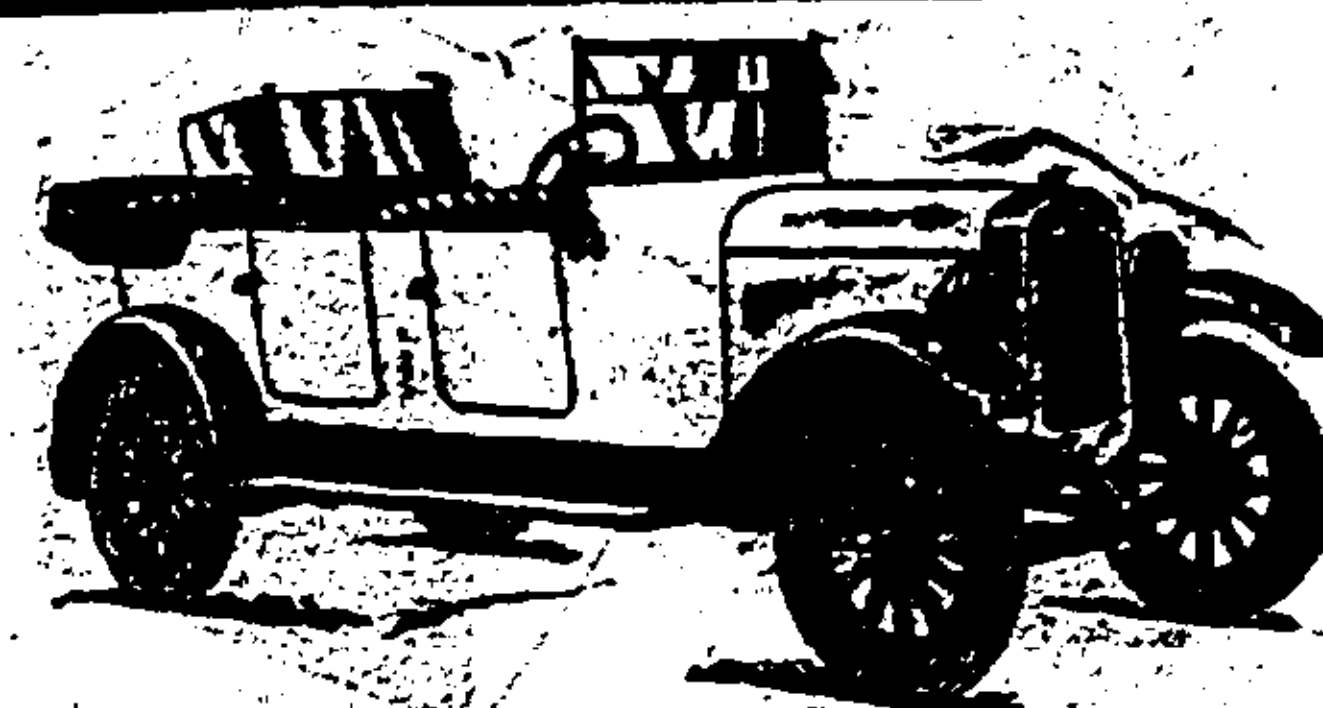
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MOTOR TYRE SIZES

Do Not "Doughnut"

One of the welcome developments in connection with post-war motoring, says H. Massac-Buis in the London Observer, has been the standardisation of proportionately larger tyres per vehicle capacity than were used before the campaign, despite the fact that car builders are at their wits' end to design their vehicles so that they can be made sufficiently cheaply to come within the purse range of war-improvised buyers. There is no gainsaying that, for car weight, we were grossly under-tyred, as it is styled, in the pre-war period, in that the vast majority of pneumatics were made with canvas fabric as distinct from the corded form of building up the treads. To-day even the canvas type of tread is made much better than was possible before the campaign, because the amount of knowledge gained in the handling of rubber from the time it is taken from the trees to the time it is embodied in the finished article, is almost inconceivable, so great has been the progress. No canvas tread can equal the corded form of construction. At the same time the cutting of prices by the tyre makers has resulted in these vastly better pneumatics being available at less cost than the pre-war charges, despite the fact that they give three times the service.

IMPOSING WRONG DUTIES.

But this had led to a wrong conclusion in certain quarters to the effect that, tyres being to-day proportionately so much cheaper than hitherto, we may get satisfactory results by putting on to the tyres those duties that should not be discharged by them, and thereby save the trouble of attacking such important and costly problems as suspension. One phase of this is the tendency to market cars with tyres of proportionately very ample size, and to run them in slack condition to hide the faults of car springing, than which no greater form of tyre abuse could be conceived, nor any more undesirable form of motoring from the point of view of safety, as instance the danger when corners are being negotiated, or when brakes are being applied. Never run on tyres slacker than the pressure which the makers specify should be maintained for the given size.

In America there is forecast the "Doughnut" tyre, otherwise the pneumatic of such enormous air-cushion proportions as practically to render it unnecessary to provide wheel spokes. Some maintain that these will be universal for luxurious cars in five years' time. I cannot accept this for one thing, because the more luxurious the car the more likely it is that the engineer responsible for its construction has studied the principles of suspension. He cannot go very far in that direction without realising that the pneumatic tyre itself can never take the place of the springs. Each item has its function in the scheme of things. Over-tyring is in my view, as undesirable as under-tyring. The theory that we should practically put a "doughnut" pneumatic on the outside of the brake drum is preposterous. Imagine the effects of heat when employing the brakes for long spells. Think of the unnecessary cost of the pneumatics, of the rolling weight you are asking the engine to deal withal, and of the collapse of the car when one such tyre punctures or bursts. I do not think the pneumatic tyre will ever take the place of the wheel proper. Nor do I think that the sole solution of the problem of perfected suspension is to be found in the use of tyres proportionately larger than the relatively handsome sizes we are using in the most carefully thought-out car schemes to-day wherein what were formerly called over-size tyres are now the sizes employed ordinarily.

The possible disadvantages of employing larger section pneumatics—what the Americans call "balloon" as distinct from "doughnut" tyres—on current type cars are that, for a given body and chassis weight, their use may result in a larger turning radius and narrower rear seats, either of which can be obviated by changing the vehicle design in detail; the need to redesign the chassis parts, such as wheels, rims, front wheel brakes, frames, and other units; increased danger of accidents due to tyre bursting when the car is travelling at high speed; the need of greater effort to turn the steering wheel when a car is not in motion, which is done infrequently; and the

temporary need for a greater number of tyre sizes to be made and larger stocks kept for replacement, which objections are typical of those inherent to all innovations, and which in time are self-eliminated.

The Americans hold that on their cars they are not yet using the largest tyres, vehicle size, weight, and speed had in mind that they might do, therefore the advocates of the use of still larger tyres on these classes of vehicles point out the positive advantages. These consist of greatly improved riding qualities resulting in more comfort and less fatigue to the passengers and drivers, less vibration, fewer adjustments to prevent rattle developing in motor vehicles, and increased wearing life of the given car, all of which seems to be a confession of weakness in spring design and chassis details. They touch on other ground, however, when they assert that their experiments show that, as applied to their vehicles—as distinct from those of European design—the use of larger tyres than are employed already ensures against skidding, increases adhesion and braking action, involves less wear on the road, achieves quieter running, and encourages the production of proportionately lighter chassis, therefore lower sprung weight. They further insist that larger tyres can be used at proportionately lower pressure, that there is less chafing of the sides by road nuts, and that they should have longer wearing life, among other points.

In this connection it is interesting to note that the Wire Wheel Corporation of America reports a steadily increasing demand for 20 in. wheels equipped with what are styled balloon tyres designed specially for Chevrolet and Ford service. These wheels have a 20 in. base and the tyres are 28 in. by 4 on a 27 in. by 3½ in. rim. While it is admitted that balloon tyres are scarcely beyond the experimental stage, no serious accidents have been reported to date in connection with punctures and bursts occurring with these larger section tyres when cars are moving at relatively high speed. It is held that the designers and makers of steering gear will solve the difficulty of parking and moving almost stationary cars, or those at slow speed, as in garages, when equipped with balloon tyres which, it is further maintained, are not punctured easily.

NUT SUGGESTION.

When the spark plugs are of the type with the double nut at the top of the porcelain, see that the hexagon nut is tight before tightening the knurled nut which keeps the spark plug wire in place. This will eliminate the danger of improper adjustment at the spark plug points.

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For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor-car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

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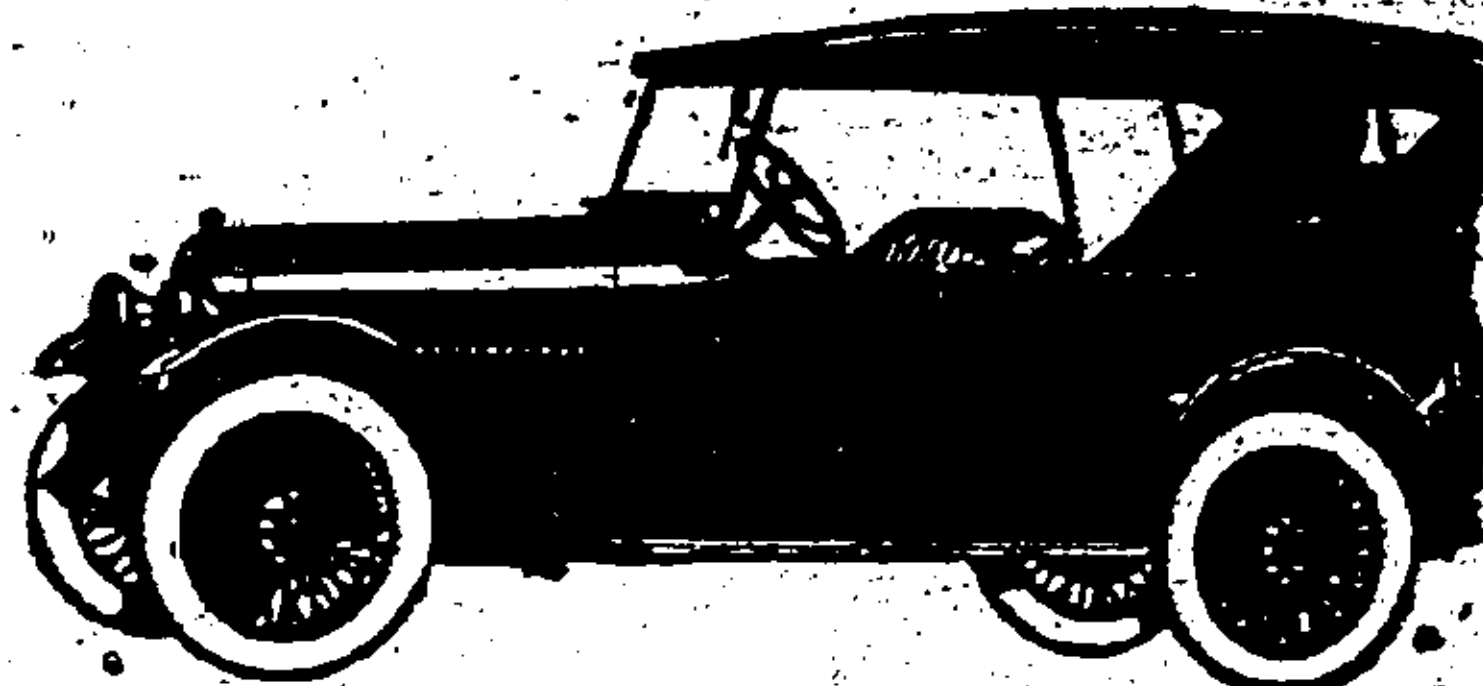
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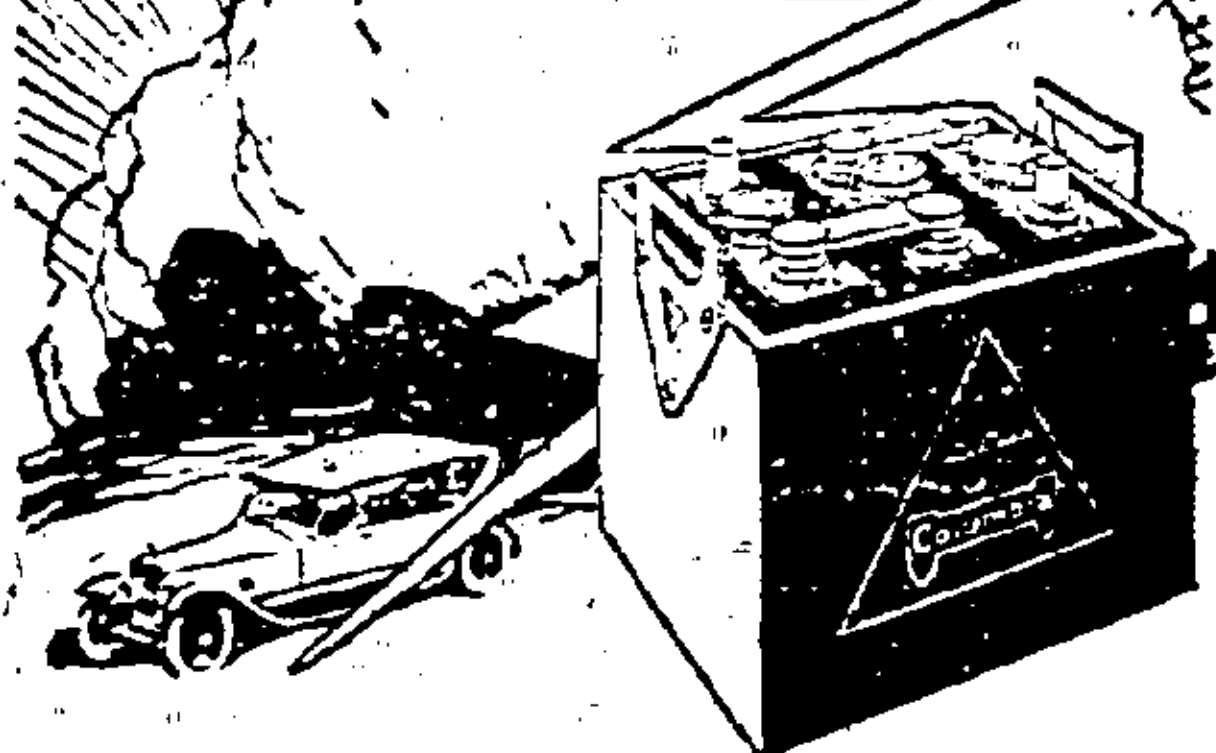
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WHAT NEXT?

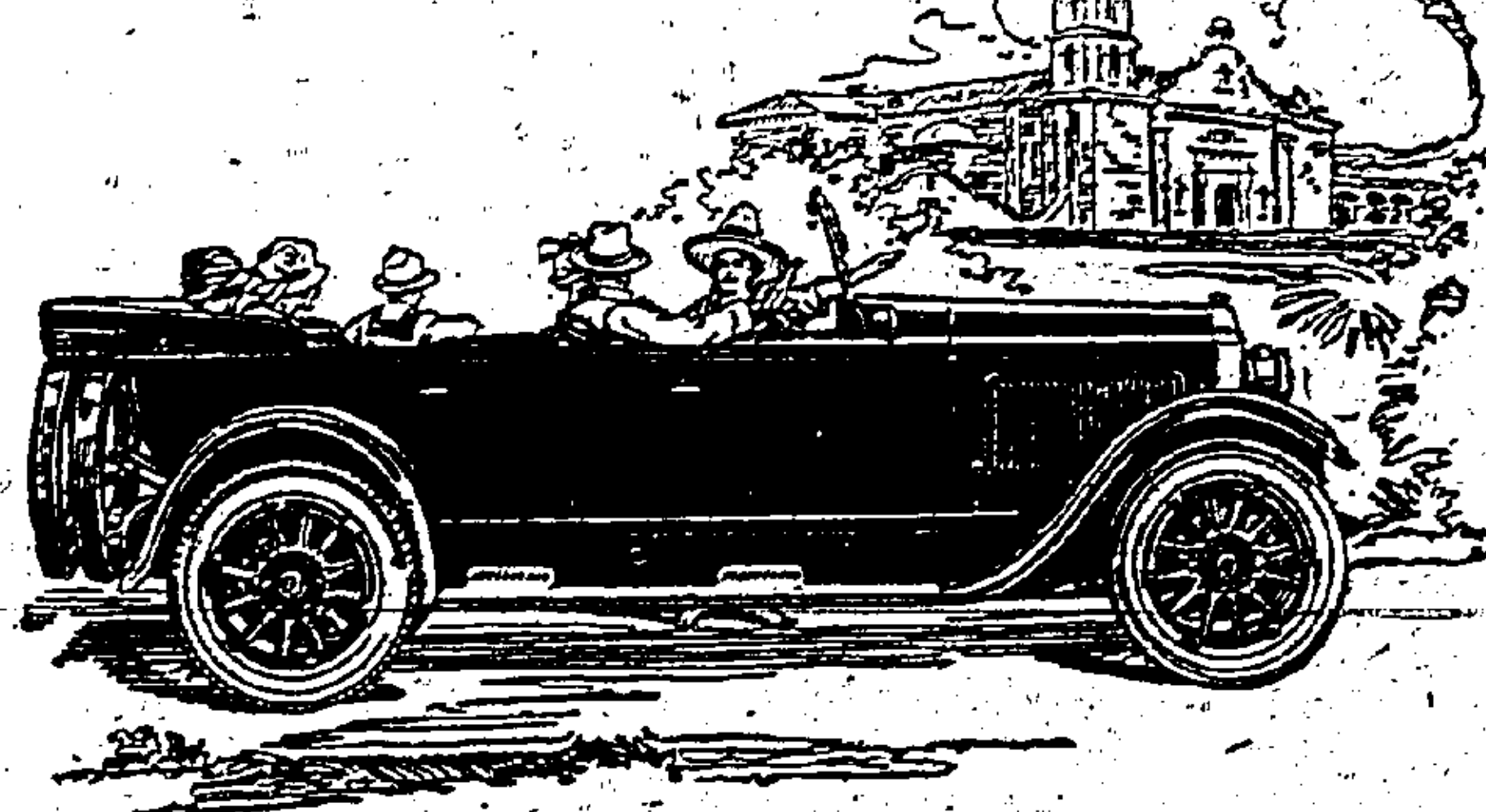


Society girls acted as traffic police on Fifth Avenue, New York, recently as a means of advertising a benefit show. Miss Katherine Leslie is shown here taking the place—for a few minutes—of a regular police officer.

MOISTURE IN PLUGS.

Irregular firing is often caused by moisture gathering on the exposed part of the spark plug. This trouble may be cured by greasing the porcelain with vaseline or hard grease.

1924 BUICKS



For the sixth consecutive year Buick has been assigned first place at the National Automobile Shows which will be held in the United States during January 1924.

As has been the case in previous years, the choice of positions was made on the basis of the greatest dollar volume of business done by manufacturers during the year at hand. The fact that Buick has been given first place six times in succession is convincing evidence of Buick's leadership, and the leadership of General Motors, in the automotive world.

Buick is now producing over 1000 cars a day—the greatest production in its history.

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CHINESE GODS AND GODDESSES.

How the People Worship Them.

A large number of members and their friends gathered in the rooms of the American Woman's Club at Shanghai recently, to hear Mr. L. Newton Hayes, author of "The Gods of China," speak on "The Gods of China." The walls behind the speaker were covered with posters and paintings representing the various gods and goddesses, numerous charts showing the special provinces of the various deities, their celestial divisions and the attributes of Yin and Yang, the gods of Darkness and Light. On a table in front of the speaker's platform were some 30 representations of notable deities, both brightly gilded and painted, and in plain carved wood.

Mr. Hayes, who was born in Soochow, has spent much of his leisure since his return to China 15 years ago in the study of Chinese deities and his wide travel throughout China, perfect command of the language and Chinese connections have equipped him to speak with authority upon this intricate subject, says the *Shanghai Times*. He encouraged his hearers, however, by saying that although there were more deities in the Chinese pantheon than in any other their number being limited only by the invention of mankind, the representations of their chief gods, from 100 to 150, could be classified and recognized by the average student.

Mr. Hayes said in part that there were gods to care for every circumstance of life, deities for every element, every trade, even gods of individual streets and bridges and there was no object to which a tutelary genius might not be ascribed. When it came to the making of these gods it was not every artisan who could try his hand; the idolmakers belonged to a special guild and they alone had the power of giving life to their images. These were made on the one hand of paper or clay or on the other of jade or gold, but the power of the god did not depend on its expense or its size. If made of clay, however, it was held that the clay must be taken from beneath the surface of the earth as the sun must not have touched it.

ADDING THE LIGHT. It was necessary that the spirit of the god should be introduced into its body by dotting the pupil of the eye and by inserting silver, gold, or jade representations of the vital organs, the liver being especially important as signifying courage. These were put through a trapdoor to the middle of the back, below the shoulders, then some form of living animal life was put inside, an insect, reptile or small bird, and before this could die the trap was sealed up. Even after the idol was on the shelves ready for sale it was not endowed with supernatural powers, but was taken to its shrine, set up in position and then on some propitious day the idol maker came to insert the organs and paint the dot in the eye, at the exact lucky instant previously determined upon. This was called "adding the light" and the ceremony was performed in respectful silence broken only by the incantations of the maker.

When only incense was burned before the gods it was not required that the petitioner should kneel, but candles entailed obedience and were never burned without accompanying incense. Devotional observances in the home and among merchants are not so frequent as in the past but they are still common, especially in the interior. The gods, can be promoted to more important temples or provinces, demoted or given corporal punishment, and called to account in various ways by their worshippers. Percussion instruments and firecrackers are often used to call their attention to the requests of their supplicants.

Mr. Hayes then took up the classification of some major gods and told how they might be identified, pointing out many illustrations as he spoke. The audience who listened eagerly to his entertaining and instructive address will be delighted to know that this paper, with additional data and illustrations will later appear in brochure form.

OH, YES, WE HAVE BANANAS. This song about no bananas seems to be the wrong dope, says an American paper. Recent statistics reveal approximately 15,000,000 are eaten daily in the United States.

AGAINST SMOKING.

And the Case for It.

Recently an Anti-Alcohol Congress was held at Copenhagen, which, despite its title, paid especial attention to an attack upon tobacco. Speakers declared that smoking was the indirect cause of Lord Carnarvon's death; and that the average height of Englishmen and Americans had been reduced because of the use of tobacco during the last century. The Congress apparently plans a world-wide assault upon tobacco, similar to previous efforts of the same character.

Few habits have been attacked with the same fine fury that is brought to bear on tobacco; and the smoker's only reply remains: "Tobacco is a filthy weed—I like it." There is no defence against the superior moral conviction of your wife when she triumphantly tells you that your present attack of dyspepsia or heart trouble or any other of the ills of which this flesh is heir is the direct result of smoking that extra package of cigarettes per day. Or vice versa, if it should ever come to that.

Tobacco has been assailed on physical, mental and moral grounds. Furthermore, it is so frequently associated with alcohol as to be doubly incriminated. Why should we be so down on it? asks Nichols Kopeloff in the *New Republic*. As human habits go it is a young habit. Indeed as the flapper continent it is only fitting that we should have blown the first right. America gave tobacco to the world through Columbus and the kindly discoverers who visited us early in the sixteenth century. The historical pleasure of the servant who emptied a bowl of water over Sir Walter Raleigh and his pipe in an honest but misguided effort to put out the fire is a familiar childhood memory. Since that time the consumption of tobacco has not only become universal but has assumed great commercial importance. The latest statistics show that 4,500,000,000 pounds were harvested throughout the world of which the United States alone produced 1,400,000,000.

GENESIS OF THE CUSTOM. The genesis of the tobacco habit makes interesting speculation. In general, the food customs of mankind seem to have substantial foundation and are not merely fortuitous satisfactions of the palate or gratifications of perverted appetites. In all probability they are the result of experience joined to instinct and supply important wants in bodily economy. The visits of shy wild animals to barnyard salt licks confirm such an interpretation. Civilized man has come a long way from his natural environment and it would seem that stimulants in some form or other are essential to the exigencies of modern life. The transition from a life which has become largely physical to one which has become mental and nervous creates new demands. Smoking may be regarded as the expression of a need of the human machine which is not food.

Man learned by chance that tobacco gives rise to certain pleasurable sensation; that it allays restlessness, tranquilizes emotional inquietude and fosters repose. Profiting by experience, he in time came to resort to tobacco he felt the need of relief from physical or emotional strain. It attains its peak at the moment the psychic mechanism is exposed to greatest tension. Those engaged in intellectual pursuits or other forms of mental stress are most likely to feel the need of tobacco. Moreover, the failure of substitutes for tobacco to satisfy the craving for this particular plant suggests that its taste and aroma, and perhaps the local effects of smoke, are directly involved in its attractiveness. It may be said, therefore, that the pleasure of smoking is due to a variety of factors, chief among these being the stimulating and narcotic effects of nicotine. Taste, sight and rhythm must also be given due consideration.

"MAURETANIA'S" RECORD RUN.

The October number of the shipyard, the house organ of Swan, Hunter & Wigham Richardson and Barclay Curie & Co., contains an article on the Atlantic speed record of the s.s. Mauretania. It recalls that the fastest of Atlantic liners has not only made short spurs at 30 knots under favourable conditions, but has made 27 consecutive Atlantic trips at an average speed of 25.5 knots. This constitutes a world's record.

CANINE REASON.

Some New Dog Stories.

What we call "noise" in a dog, in relation to the finding of game or the trailing of a fugitive fox, is so familiar a trait that we cease to consider its acuteness until it is manifested in unexpected directions. My Labrador came the other morning into my room and began to sniff inquisitively at the old jacket I wore. The jacket had been locked away for months. Wondering what she was after, I thrust my hand into the pocket, and there I found a forgotten piece of chocolate, very hard, very dry, and so far as I could discover, absolutely odourless except for a lingering flavour of stale tobacco. But the dog had scented it through two layers of cloth; her sensitive nose alone had told her the chocolate was there. This same retriever was in camp with me. One morning I saw a mouse scamper across the cart-track in front of our hut and disappear into the grass of the parade ground. I went back into the mess-room, brought out the dog, and put her to the scent. She picked it up at once, and went off with lowered head for a distance of some fifty yards across the green. I saw her burrowing like a terrier, and presently she returned to me, delivering the mouse, alive and unharmed into my hand. One would not suppose that a tiny mouse would leave a foot-scent strong enough to be tracked so surely and swiftly.

Observant dog-owners have their pet illustrations of canine wisdom and understanding. They are sometimes like the big fish stories, hard to swallow. But I am convinced that ordinary house-dogs apprehend a great deal more than is credited to them. They get to know the ways and habits of the household, they watch movements and faces, interpret expression, and know the difference between a frown and a smile. It is impossible to determine how much they gather from casual conversations. A terrier was left with a friend for a month, during his master's absence on holiday. Jack showed no disposition to leave his comfortable temporary quarters until one morning the adopted friend, having received a letter, remarked in the dog's hearing: "Jack's master has come home." On that same day the terrier escaped and made a bolt for his own home, five miles away. How did he know that his master had returned? Possibly the two familiar words "master" and "home" were enough to impel him, or at least to remind him of the other associations. It may have been mere coincidence. But I think the dog reasoned the thing out from what he heard.

The true test of a dog's independent reasoning power is when he is placed in a strange situation demanding the exercise of thought and judgment apart altogether from experience and education or bidding.

WHERE INSTINCT WON. A mastiff and a Newfoundland were fighting on a pier-head. They were at grips, and, in the tussle, they fell together into the sea. The Newfoundland was soon out again; but turning, and seeing his adversary in difficulties, he used his judgment, promptly dived back into the deep water and towed the drowning mastiff to the safety of the landing-steps. Mental capacity varies in different breeds. The Newfoundland will do clever things on his own initiative in cases where other dogs are quite unmoved.

One was with her master and a friend who were salmon fishing. The two men had crossed the wide stream, leaving their hats behind on the farther bank. They sent the Newfoundland across to fetch them. She swam over and the men saw her attempt to lift both hats, and fail; for, together, they were too much for her. Presently she paused in her endeavour, took a thoughtful survey of the hats, and evidently discovered that one was larger than the other. She put the smaller one inside the larger and, taking the latter in her teeth by the brim, carried both across.

In that case the mental process is easy to follow and understand. But I am sorely perplexed by an example of canine intelligence which I have lately come upon. It concerns a dog that I will know, one of the Hon. Mrs. Harold Nicolson's Elkhounds, a breed in which the homing instinct is very strongly developed. This hound, Canute, was bred by Sergeant Milburn, in London; and at age of three months he was sent to Mrs. Nicolson's kennels at Sevenoaks, where he

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THE MIDNIGHT GUEST.

remained undisturbed until he was two years old. He was then brought, for the first time, to Mrs. Nicolson's town house. Promptly on his arrival he escaped. A diligent search was made for him, and it was discovered that he had successfully found his way through the labyrinth of London to his birthplace at Sergeant Milburn's which he had not been near since puppyhood. I am assured that he had never made the same journey before, even in a car; that there had been no human or canine communication between the two far-separated houses to leave a trail which he could possibly have followed, and that the thoroughfares, with their perplexing smell and

landmarks, were absolutely strange to him. How, then, did Canute find his way across unknown London? The faculties of nose, sight, and memory are out of the calculation. The problem, it seems to me, can only be explained on the theory that dogs are gifted with a mysterious sense wholly foreign to human nature, analogous to that which brings the last year's swallow unerringly back to its former nesting-place under the eaves.—Robert Leighton in Ex.

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These local cricketers representing Oxford and Cambridge Universities met recently, the former winning.
(Photo: Mee Cheung.)



Miss E. M. Colman, of Carrow Abbey, Norwich, has accepted the Lord Mayoralty of her city, and will, therefore, be the first woman in England to become a "Lord Mayor."



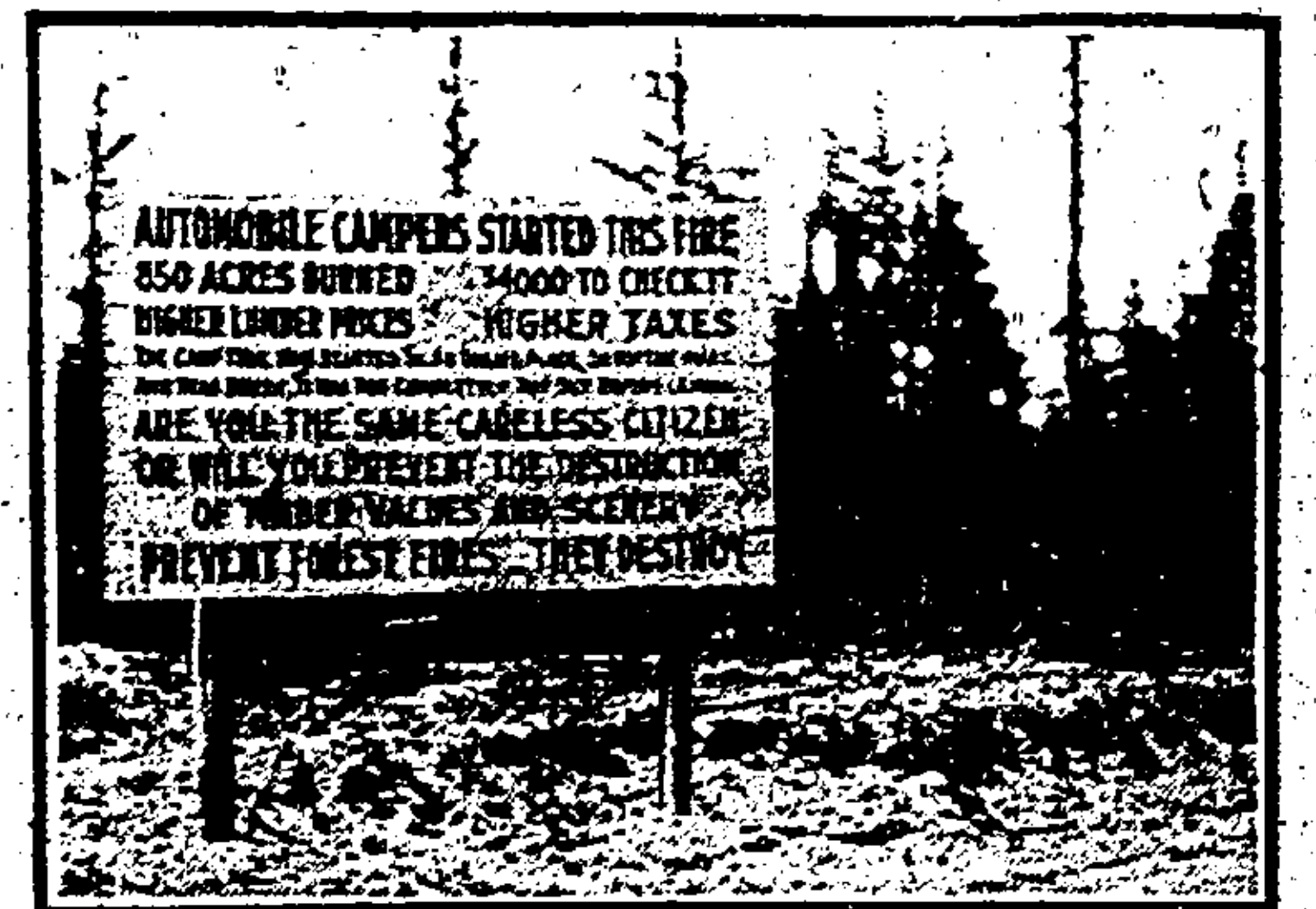
Group taken at wedding of Major A. L. Cruickshank and Miss J. M. Garden.
(Photo: Ming Yuen.)



The famous Washington Elm, in Cambridge, under which George Washington took the oath to command the American Army, has fallen. Photo shows it across a high tension wire. The tree will be chopped up, and a piece given each state.



Wedding of Mr. J. D. Kinnaird and Miss A. J. McMillan. (Photo: Ming Yuen.)



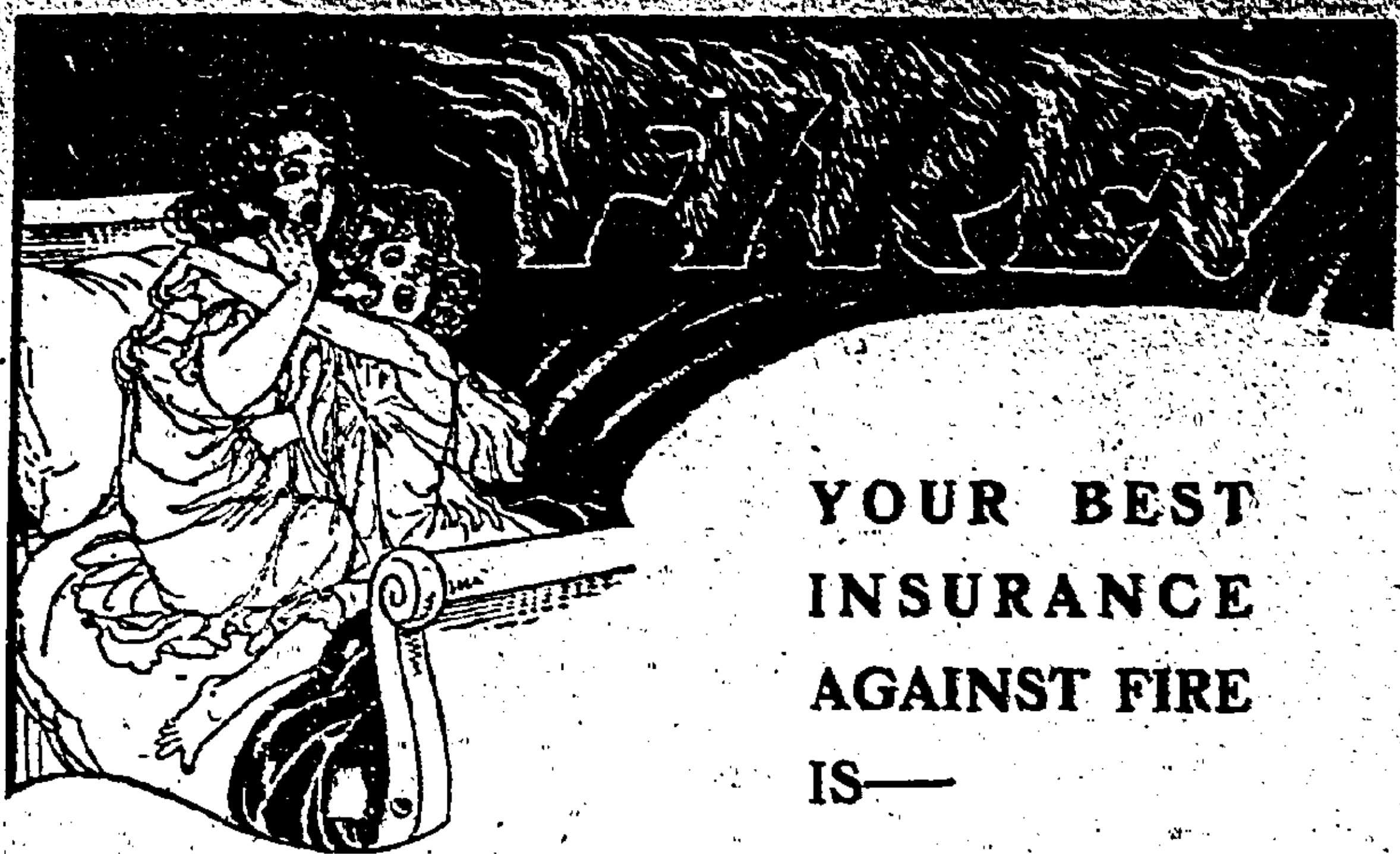
Here's a sermon in fire prevention. This sign, erected by the U. S. Forestry Service in the Kanitsu National Forest in Idaho, shows the havoc one careless camper unwittingly wrought.



H.M.S. Despatch prize-winning rifle-shooting team. (Photo: Ah Ling.)



This shows Kid Norfolk and Battling Siki in their fight at Madison Square Garden, New York.



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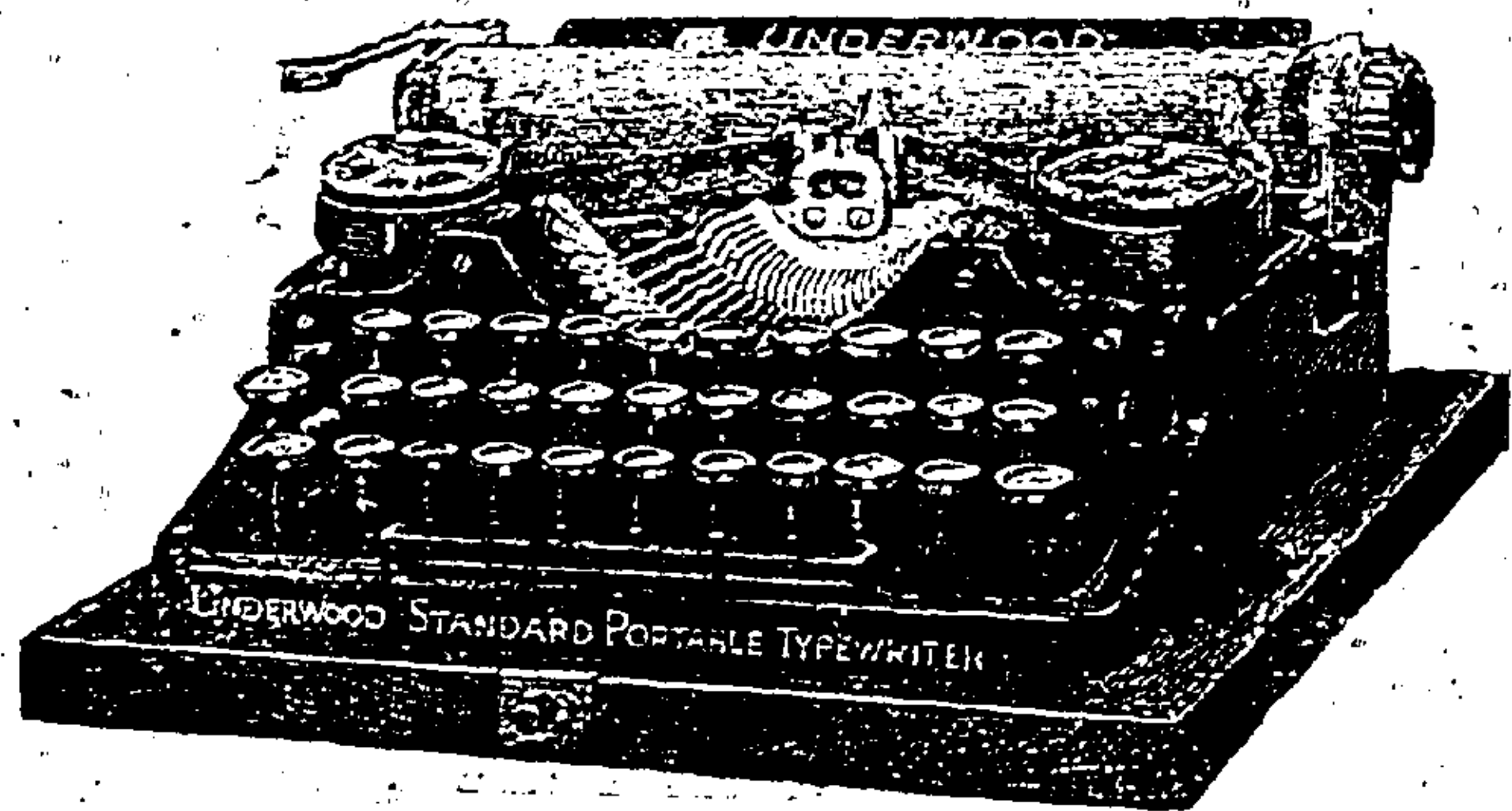
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LIFE'S LITTLE MYSTERIES.

The "Hongkong Journalist."

A visitor of note having arrived in Shanghai, one of our reporters went to see him and was asked if we had published or were going to publish an interview he had already given, says the *North China Daily News*. It was explained that nothing had been heard of such a story and the visitor then said that he was met at Hongkong by one plausible enough to be a journalist, who

extracted from him all the good and bad things he had done in life, on the excuse that he was a member of our staff. He gave his name, which never has been heard of in connexion with this paper. On arriving in Shanghai the visitor again met our alleged correspondent at the races. The visitor was led, by the thought of this mysterious person, to tell of various quaint characters thrown up on the Shanghai beach in past days. There was one in particular who used to indulge in the most extraordinary pranks. An orgy of drinking led to him

being sentenced to ten days in gaol and on the night of his release he went down to the foreshore, stripped off all his clothes, swam out to a British man-o-war in mid-stream and reported to the officer of the watch that he had engaged to swim in a match against John the Baptist and they were to dive off the fore bridge. "Ah, yes," said the diplomatic officer, "so I had been advised, but your opponent has not yet arrived. You had better come below and wait for him." He waited in the company of a stalwart Marine until the police arrived—but not to swim.

RADIO NOTES AND NEWS

BROADCASTING PROBLEMS AT HOME

Dealing with the broadcasting problem at home, the previous issue of "experimental" licences without supervision—and the "discovery" of tens of thousands of listeners-in—who had no licence whatever, the *Electrical Review* says:

"When matters had come to a head, and it seemed more than probable that the just revenues of the British Broadcasting Co. might be so impoverished that it could not afford to continue to provide good programmes and service—and after some recrimination between successive Postmaster-Generals—a Committee was established to investigate the whole question. Its report was completed and presented to the Post Office over a month ago, and as will be seen in the abstract published in another column of this issue, it recommended considerable modifications in the existing agreement between the Post Office and the Broadcasting Co. Neither the Committee, nor even Parliament, could have any power to cancel this agreement, and it will be obvious to all who read the Committee's report that the Broadcasting Co. could not accept the modifications proposed, which might deprive it of a further large percentage of revenue. It must not be forgotten also that the company's net profit is limited to 7½ per cent. on its capital. In these circumstances the Postmaster-General followed a wise course in not publishing the Committee's report until the terms of the new agreement had been settled with the Broadcasting Co., and one cannot be surprised that the terms of this compromise, a resume of which we publish this week, together with the abstract above-mentioned, should have taken a month to formulate.

Briefly, the result is that on complete sets sold to the general public, a B.B.C. fee will have to be paid as hitherto, but on a much reduced scale, and the user will have to hold a licence costing 10s. per annum, as at present. The existing 10s. experimental licence will continue, but holders of such licences must sign a declaration that they will not "use" the broadcast programmes except for experimental purposes. A new "Constructor's licence" is to be issued at 15s. per annum for those people who construct their own sets and are not bona fide experimenters within the narrow and not the broader meaning of this term. They will presumably be expected to conform with technical regulations to prevent them from interfering with other listeners, and it is to be hoped that the same rule will apply to the 200,000 unlicensed listeners, who must now take out licences by the 15th of this month. These 200,000 include some thousands who have been a veritable nuisance to serious and law-abiding listeners during recent months. By constructing sets without that knowledge which would qualify them for an experimenter's licence, they have nightly been producing on their own account disturbances in the ether audible to other listeners and seriously impairing not only enjoyment of the programmes from the local stations, but also the possibility of accurately tuning-in and listening with comfort to distant ones. These "reaction merchants," chiefly possessors of home-made one to three-valve sets, and incapable of hearing themselves the disturbances they are producing, are known to the elect as "squeakers." Anywhere near London one can hear them howling like a pack of wolves whenever 2-LO makes a late start or during an interval, and screeching like owls when the performers come to a piano passage. The Post Office has decided that listeners at present unlicensed are not to be proceeded against, provided that they conform with the law and take out licences without delay. One naturally does not appreciate the idea of deliberate and wilful breaking of the law being overlooked, but as the Broadcasting Co., which has been the most injured party, has agreed, the law-abiding listeners whose pockets, at any rate, have not suffered, must accept the position. It will obviously be an impossibility for the Post Office to make an early inspection of the apparatus set up by the existing experimental licence-holders, estimated to number about 80,000, the unlicensed listeners estimated at about 200,000, and new listeners who take out constructor's licences, who will probably number some thousands a

week. Consequently, we fear that the "squeakers" will have a free run of many months, even if outraged genuine experimenters track some of them home with direction-finders and report them to the authorities."

CONSTANT DEVELOPMENTS

Along with radio's popularity comes the question of popular interest in its technical development.

That, proof shows, is about as high as the new science itself. Just as every radio fan has won over others toward a greater interest in broadcasting reception, he himself has become a convert to the actual development of the science.

Thousands of fans, old and young, are daily scanning radio publications, if they're not seeking information from radio sales clerks, for ways to improve their receiving sets. Hook-ups are as popular as ever, and parts are being improved regularly.

By far the greatest interest in this branch of radio lies in the hook-up. At first it was the simple Cossy circuit. Then came the regenerative circuit, which brought out the name of Edward A. Armstrong as one of the greatest radio engineers of the country.

But hardly had his fame reached the peak when other more complicated hook-ups were produced. There came the neutrodyne considered among the most efficient hook-ups extant. Then the reflex and other arrangements of parts by which it was believed a listener could improve his receiving set.

Yet this is only the beginning of the technical development of radio. Engineers are striving to eliminate interference, and for this they experiment with hook-ups and new parts with the hope of gaining their goal this way.

All their movements are followed zealously by the true radio fan. He is not so much interested in radio proper, as he is in the improvement of his own set. And any suggestion for improvement is eagerly snatched up and tested.

THE AMATEUR'S CHANCE

In this, the radio amateur is the leader. He is the one who is always tearing down and building up his set. And it is he who comes forth now and then with a new hook-up which he believes may revolutionize radio.

The Grimes reflex circuit, one of the famous hook-ups of to-day for which the inventor is said to have received half a million dollars, as the product of an amateur's brain. His experience is typical among young amateurs, any one of whom may come out one of these days with even a more effective hook-up.

This universal search for better hook-ups promises to maintain its popularity among the fans, at any rate, until the ideal set is found. This ideal achievement, as engineers see it to-day, would be one that would work well under all conditions of weather and other disturbances, which would be so simple in its operation that any outsider could work it, and which would bring in distant as well as nearby stations at will.

TARSHISH UNEARTHED.

Excavations at a spot near the mouth of the Guadalquivir seem to prove the theory that it is the site of the Biblical city of Tarshish, for which Jonah embarked when he fled "from the presence of the Lord."

Tarshish was the great Phoenician trading centre. King Solomon's ships went there and brought back "gold and silver, ivory and apes and peacocks."

The German savant, Professor Alsis Schulten, who before the war directed the excavations of the Celtic-Iberian town of Numancia, in Castile, and Dr. Lammerer, of the Munich Topographical Bureau, are in charge of the excavation.

Professor Schulten has published a book to demonstrate that Tarshish must be situated at the mouth of the Guadalquivir.

The Duke of Tarifa, a friend of King Alfonso, who owns the ground has financed the work of excavation, which has already disclosed Phoenician ruins, Roman temples, and a necropolis with inscriptions of the greatest historical and archaeological interest.



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WOMEN'S INTERESTS

FASHIONABLE NOVELTIES.

One of the quaintest possible novelties that has just made its appearance is the umbrella handle made of glass inside which is a snowflake winter scene "that works" when you hold the handle up in a certain attitude. Fancy carrying round with you a perpetual snowstorm!

A girl's head, made of Japanese silk, that has been stuffed, and showing painted cheeks and features and long, hanging locks of brown wool, is made up into an emergency powder puff by fixing it on to the top of a puff, and then fitting this inside a handkerchief that draws up round the neck of the lady like a four-cornered collarette.

Elbow-length gloves for those who have not become accustomed to the sight of an expanse of bare arm between glove and a scalloped edge that is piped as well as lined with white or a colour. The scallops are arranged so that one overlaps the other. The stitching on all gloves, even in the details of buttonholes, corresponds in the matter of colour.

Neck bands for wear with a bateau-neck afternoon frock are being made of a long length of ribbon in velvet or satin, this is encircled round the neck, fixed through a pretty slide of diamonds, and the ends allowed to fall down in front to the waist.

The Chinese emblem pocket decoration for tailored frocks or coats is a popular novelty of the day. It hangs outside like a man's watch fob, and shows a piece of Chinese writing or the initials of the owner worked in silver. A tassel ends this bauble, and worn on a severely plain, classical type of costume or coat, dangling from a tiny breast pocket, it can look extremely smart and original.

A mixture of clear with opaque crystal, so that one merges into the other in a pattern, is the latest idea for a dressing-table service. A heavy round mirror, with a frame of the mixed crystal, clasped round the glass by means of plaques of dull silver, completes this expensive set. The opaque crystal services, which can be so dainty and lend colour. The scallops are arranged so that one overlaps the other. The stitching on all gloves, even in the details of buttonholes, corresponds in the matter of colour.



Three distinctive modes for the winter season.

YOU SHOULD WEAR PLAID.



Large and very large plaids, bold and very bold plaids—the more brilliant and striking the material the smarter the frock will be.

FOR THE SHOULDER STRAPS.

Ribbon shoulder-straps to dainty lingerie garments are often not improved by washing, or it is desirable to change their colour, and it is tiresome to have to unpick them every time. Neat little clips of gilt metal, much on the patent dressfastener principle, are now to be bought for the special purpose of clipping ribbons to undergarments. Ribbon-end and edge of camisole or underslip are laid together across the lower half of the clip, and the top half is clipped down on to them, holding them tight. It is, of course, removable at will.

As an alternative, thin cord slips of narrow tape, or loops of buttonholed silk can be placed where the ribbon straps are generally sewn; then the ends of the ribbons are slipped through, folded over, and secured by tiny dress safety-pins. The ribbons can be changed in a second or two by unpinning the four ends and drawing them out through the loops.

NEW HEAD WEAR.



For evening head wear, French flowers of satin and velvet or silver cloth are arranged on a silk foundation with a bone hairpin concealed on each side to hold it in place. The boudoir cap is a band of lace and insertion with a pink satin-rose placed directly in the back and blue satin streamers on one side and a puffy little bow on the other.

THE NEW VEILS.

The new decorative fancy veiling requires careful handling if it is to appear to its greatest advantage. Nowadays no woman thinks of tying her veil tightly across her face. A daintily arranged eyeflounce frill, made of the lightest embroidered net, is the most definite mode of protection provided by the fashionable veils.

Consequently veiling sold by the yard is now at a discount. Large square veils or those of oblong shape are chosen instead, and these are fixed so that instead of interfering with and hiding the trimmings of the hat they form a decorative adjunct to the same.

Veils now droop on each side, rather than at the back or the front, and they are used to cover the crown of one's hat instead of one's face. All the newest show dainty lace-like patterns worked on almost invisible net foundations, while blonde, brown, grey, or mole colour rival black in popularity.

Brightly coloured veils are also beginning to creep in for wear over the bright coloured crinoline straw hats of to-day, but these are reserved as a trimming for millinery for special occasions, rather than everyday wear. Beige veils or those of the new cafe-au-lait colour are first in favour for wear on black hats, and some of the newest show dainty eighth of an inch lace flouncings, set with three-tier effect all round the border.

WINGED SHOES.

Shoes that are finished off with twin wing-shaped tongues are the favourite wear with smart street costumes. A novelty shoe of this sort is fashioned with a front of pale grey or fawn-coloured suede, while the narrow front saddle, the winged tongue and the back and the heel are of soft patent leather, the front of the leather being stitched with grey silk embroidery.

For evening wear winged trimmings are seen on each side of the ankle strap which finishes off satin shoes. Mercury wings being chosen for this purpose, as they tend to make the foot look small and the ankles slender.

THIS WEEK'S RECIPE.

Chocolate Cake.

Two squares bitter chocolate, 1 cup milk, ½ cup butter, 1 cup sugar, 2 cups flour, 1 teaspoon soda, 1 teaspoon vanilla, few grains salt, yolks of 2 eggs. Melt chocolate over hot water. Add one-half cup milk and cook

EXTREMES IN COATS.



These are the two extremes of suit coats—both desirable. But beware of the unfashionable in between.

The short coat may have either a long rolling collar or a tailored notch. It is slightly shaped in at the waist, is double breasted, has long tight fitting sleeves without cuffs and may or may not have a pocket or two.

The other coat is the type that accompanies the handsome costume suit. It has either a high collar or a long shawl collar and fastens on the side.

until a smooth paste is formed. Cream butter (or butter and lard mixed) and beat in sugar. Add cooked mixture. Beat egg yolks with remaining half cup of milk and add alternately with flour. Mix well and add soda dissolved in a little hot water. Add vanilla and salt and beat well. Bake in two layers or in a dripping pan.

LINGERIE IDEAS.

A garment that can serve two purposes is the most popular model one can find among the latest lingerie creations. A nightgown that can be worn also as a bedroom gown is a favourite example of this new and certainly economical fashion.

A model of this kind is somewhat wider than an ordinary nightgown: it fits across the shoulders, and instead of sleeves is cut with a long, straight armhole to the waist, the front and back are pleated, and there is always a waistband added in a pale or a dark colour to harmonise with the gown itself. A garment of this sort is particularly useful for travelling.

There is a craze at present for edging the hem of nightgowns and chemises with lace or net. Pale colours or white in triple voile are chosen and an edging of black lace is added.

Petticoats that are long enough to be worn as a slip to a dress are very popular, seeing that they are practical and dainty at the same time. They are cut all in one, on straight lines, and with just a panel of pleating let in at each side to afford the necessary width for walking. They look well made up in crepe de Chine and finished at the top with a broad band of double net embroidered with flowers cut out of the material and applied on with the finest of embroidery stitch.

Fancy sets are varied and fanciful enough to please a host of different tastes. A charming set recently seen was in black silk voile. The chemise was cut in two pieces in the form of an apron and was bound all round with lace; the tops were drawn together on the shoulders with ribbon bows, and a ribbon belt placed at a low waist line, caught in the lower part of the garment. The knickers to match were slit up the outer side of each leg, and were edged with a lace frill that filled in the gap where the opening of the chemise occurred.

FRIENDSHIP.

You must live for another if you wish to live for yourself.

As the yellow gold is tried in fire so the faith of friendship must be seen in adversity.

Unless you bear with the faults of a friend you betray your own. Friendship always benefits love sometimes injures.

The vulgar herd estimate friendship by its advantages.

OF INTEREST.

Initials of maroon give distinction to bags of black moiré, beautifully lined, and fastened with powder puff, lip stick and eyebrow pencil.

Smoked crystal is the material from which most unusual looking earrings and necklaces are now made.

Ottoman silk, lined and interlined, is made into most attractive suits and three-piece costumes for winter wear.

Capes that swing from the shoulder to the hips in the back are very smart and are very becoming to the figure that is a shade too plump.

A white georgette frock, quite guileless of any belt or any curved lines has large tropical flowers of velvet applied on the surface.

Wide collars that look like shawls with points in the back, or pulled to the side, are seen on some of the dinner dresses of georgette crepe.

New evening slippers are of black velvet bound with gold and adorned with large rhinestone buckles.

A very Frenchy effect is gained by a skirt of black satin combined with a white satin sleeveless blouse with a high collar edged with fur.

TOQUES FOR THE WINTER.

Toques are coming back into favour. The new models are being made of broad ribbon, folded or so folded over that it looks as though it were plaited. Often ribbon employed for such a purpose shows a satin surface one side, and a faille, or corded, silk one the other. These toques are most becoming to elderly women. A velvet toque, with just a suspicion of Egyptian drapery

WARM COATS.



Soft, smooth, broadcloth and velvet are the materials of "good" coats, but for school and play wear thick, woolly plaids are the proper thing. A variety of styles is shown—high yokes, low waistlines and no yoke or waistline at all.

about it, which a big milliner has recently launched, has colours of the crown divided into quarters. This quaint idea lends a new note to a hat, and suggests a softer effect than an all-over crown does to a small shape.

NEW PICTURE OF "STAR."



Here is a new picture of Wanda Hawley, the popular actress.

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Nagasaki	3 Feb		
Kobe	10 Feb		
Vancouver	17 Feb		
Montreal	24 Feb		
Quebec	3 Mar		

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Tjikini	Java	30th Dec.	2nd Jan.	Japan
Tjikembang	Java	30th Dec.	3rd Jan.	Shanghai
Tjitaroen	Japan	3rd Jan.	5th Jan.	M'sar & S'baia
Tjitaroen	N. China	4th Jan.	5th Jan.	Batavia
Tjibodas	Shanghai	13th Jan.	15th Jan.	Batavia

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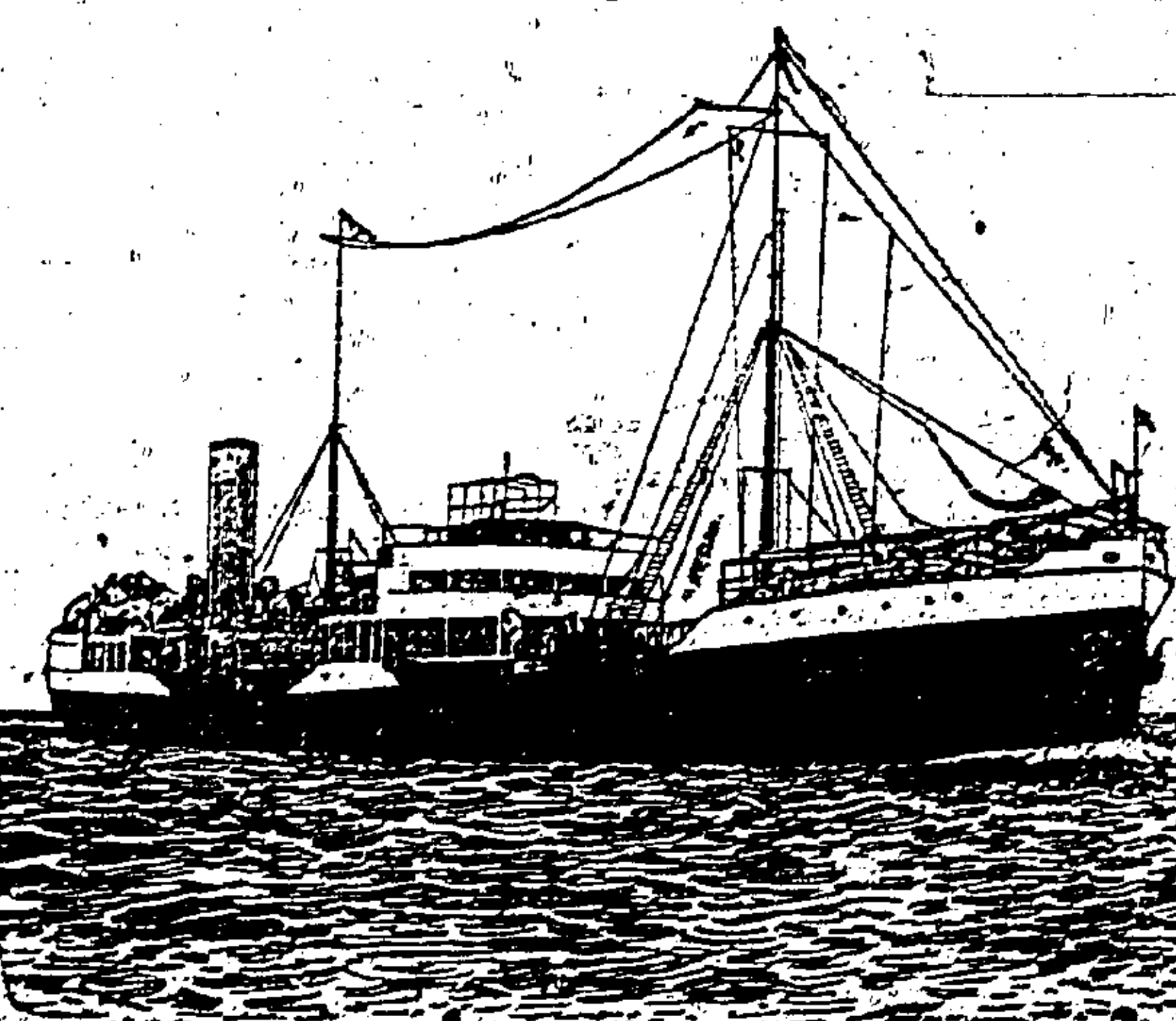
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Hongkong, 26th Dec. 1923.

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MACEDONIA	11,089	26th Jan.	B'bay, M's, L'don, A'werp
KASHGAR	8,840	9th Feb.	M's, London & Antwerp
SUDAN	8,695	13th Feb.	Spore, P'ang, C'ho & B'bay
MOREA	10,911	23rd Feb.	B'bay, M's, L'don, A'werp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,305	22nd Jan.	Spore, Penang & Calcutta
JAPAN	6,052	2nd Feb.	Spore, Penang & Calcutta

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ARAFURA	6,000	5th Jan.	Manila, Thurs. Is. Cairns
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SICILIA	6,813	5th Jan.	Shanghai
JAPAN	6,052	7th Jan.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	8th Jan.	Moji & Kobe
MOREA	10,911	12th Jan.	Shanghai, Moji & Kobe
KARNALA	9,095	23rd Jan.	Shanghai, Moji & Kobe
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GLENKESHIRE	5th Feb.	GLENTARA	11th Feb.
GLENKESHIRE	12th Feb.	GLENTARA	18th Feb.
GLENKESHIRE	19th Feb.	GLENTARA	25th Feb.
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ANDRE LEBON	21st Jan.	—	21st Jan.
AMBOISE	28th Jan.	—	28th Jan.
CORDILLERE	14th Dec.	—	18th Feb.
ANGERS	28th Dec.	—	3rd Mar.

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MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KASHIMA MARU ... Wednesday, 2nd Jan.

HAKONE MARU ... Wednesday, 16th Jan.

HAMBURG via LONDON & ROTTERDAM.

TSURUGA MARU ... Saturday, 12th Jan.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, etc.

YOSHINO MARU ... Wednesday, 16th Jan.

YOSHINO MARU ... Wednesday, 16th Jan.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Friday, 11th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... Monday, 31st Dec.

ROMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Saturday, 29th Dec.

GENOA MARU ... Tuesday, 1st Jan.

CALCUTTA via Singapore, Penang & Rangoon.

AWA MARU ... Friday, 4th Jan.

NAGASAKI, KOBE & YOKOHAMA.

ART MARU ... Sunday, 13th Jan.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU (Omitting S'hai) ... Monday, 31st Dec.

MITO MARU ... Tuesday, 1st Jan.

FUSHIMI MARU ... Wednesday, 2nd Jan.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR BOSTON & NEW YORK via SUEZ.

S.S. "KENDAL CASTLE" ... Sailing on or about 28th Jan.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FICME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 266.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "PERSIA" ... Sailing on or about 3rd Jan.

S.S. "ANNA" ... Sailing on or about 6th Jan.

S.S. "ROSANTRA" ... Sailing on or about Early Feb.

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "DUCHESSA D'AOSTA" ... Sailing on or about 1st Jan.

S.S. "PERSIA" ... Sailing on or about 7th Feb.

This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Steamer sailing from Calcutta on or about Early Jan.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1020. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hongkong for K'oh.
KUT	3rd Jan.	5th Jan.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Agents.

Telephone Central No. 36.

**ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.****Projected Sailings from Hongkong Subject to alteration.**

City of Paris 2nd Jan. M's, L'don, R'dam, H'burg, Hull.

PASSENGER SERVICE.

City of Paris 2nd Jan. Marseilles, London, etc.

City of Canterbury 12th Jan. Shanghai & Kobe.

City of Canterbury 21st Feb. Marseilles, London, etc.

City of Cairo 30th Mar. do.

City of Cairo 18th Apr. do.

FARES TO LONDON.

Single 1st Class A £ 92. B £ 84. 2nd Class A £ 62. B £ 56.

Return 1st Class A £ 161. B £ 147. 2nd Class A £ 104. B £ 96.

City of Tokyo Cargo Steamer Saloon Passage £56.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.

CANTON. Tel. Central 750.

COAST SHIPPING.**INDO CHINA STEAM NAVIGATION Co., Ltd.****SAILINGS SUBJECT TO ALTERATION.**

Destination.	Steamer.	Sailings.
HAIPHONG via Hoikow Chipping	Sat.	29th Dec. at 10 a.m.
MANILA ... Yuensang	Sat.	29th Dec. at 11 a.m.
SHANGHAI via Swatow Taisang	Sun.	30th Dec. at 7 a.m.
KOBE & Moji ... Namsang	Sun.	30th Dec. at 9 a.m.
BANGKOK via Swatow Chaksang	Wed.	2nd Jan. at 10 p.m.
TAO via S'ow & S'hai Fausang	Wed.	2nd Jan. at 7 a.m.
BANGKOK via Hoikow Chunsang	Wed.	2nd Jan. at 10 a.m.
STRAITS & Calcutta ... Laisang	Wed.	2nd Jan. at 3 p.m.
SANDAKAN ... Mausang	Thurs.	3rd Jan. at 1 p.m.
SHANGHAI via Swatow Yusang	Fri.	4th Jan. at 7 a.m.
STRAITS & Calcutta ... Hosang	Tues.	8th Jan. at 3 p.m.
TAO via S'ow & S'hai Yatsing	Wed.	9th Jan. at 7 a.m.
KOBE via Dainy, Yamai Kutsang	Thurs.	17th Jan. at 7 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta.

Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, and fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoikow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Wednesday, 2nd Jan. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haikong ... W. C. Passmore ... WED. 2nd Jan. at noon.

Haikong ... Ellis Walker ... FRI. 4th Jan. at 1 p.m.

Haikong ... F. J. Gill ... TUES. 8th Jan. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 5th Jan.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths.

English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN "LIJN."**

Telephone Central No. 1574. York Building, Charter Road.

CONSIGNEES.**The Steamship "PRESIDENT JEFFERSON"**

having arrived from Seattle via ports, on Dec. 22nd. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 28th Dec., by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after December 29th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road.

Hongkong, December, 22nd, 1923.

The Steamship "PRESIDENT GRANT"

having arrived from Seattle via ports December, 30th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on January 5th by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the godowns, and cargo undelivered on the after January 7th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road.

Hongkong, 30th Dec. 1923.

NOTICE TO CONSIGNEES.**SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.**

S.S. "ANDRE LEBON"

Consignees of Cargo from Marseilles &c., also cargo ex s/s "SI KIANG" from Havre, Cognac &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 27th instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st instant or they will not be recognized.

All damaged packages will be examined on Thursday the 27th instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER

Agent.

Hongkong, 22nd Dec. 1923.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker. Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

NOTICE

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SHANGHAI
Telegraphic Address—CENTRA, SHANGHAI.
Astor House Hotel. Palace Hotel.
Grand Hotel Kalee.PEKING.
Telegraphic Address—WAGONLITS, PEKING.
Grand Hotel des Wagons Lits.
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in conjunction with
The Grand Hotel des Wagons Lits, Ltd.

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Entirely under English Management. Electric Light and Fans Throughout.
EVERY ROOM WITH PRIVATE BATH.
Lounge Bar and Billiard Room. Unrivalled Service under the personal supervision of the Proprietor.
Terms moderate. Special terms for families on application to the Proprietor.

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THE PREMIER HOTEL IN KOWLOON.
Electric Lifts to all Floors and Roof Garden.

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Daily, Monthly & Family Rates.

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FIRST CLASS SALOON BAR AND BILLIARD ROOM.

Proprietor—FRANK L. COOKE.

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CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL, Manager.

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DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY AND SATURDAY,
TEA DANCES
TUESDAYS AND THURSDAYS.The Hotel Orchestra under the Direction of
Mr. F. R. Martens.Telephones in every room.
Telegraphic Address—"EUROPE, SINGAPORE."
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ARTHUR E. ODELL, Manager.

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CIGARETTES

LIGGETT & MYERS TOBACCO CO., U. S. A., Manufacturers

CARNIVOROUS PLANTS

Flytraps of the Jungle.

Visitors to the Flower Show at the Horticultural Hall recently had the opportunity of examining a particularly fine specimen of one of the strangest classes of plants to be found in the whole of the vegetable kingdom, says a Home paper. This is a nepenthes or pitcher plant, so named from the remarkable jug-like structures into which the mid-ribs of the leaves are developed.

In the particular type exhibited, which was sent by Messrs. Russell, of Richmond, and named after Sir T. W. Thistlethorn Dyer, the leaf appendages are large enough to hold nearly a quart of water, their sinister character being indicated by the boldly contrasted coloration of purple brown on a ground of vivid green.

The pitcher plants belong to a queer group of plants which supplement the food obtained by their roots and leaves from the soil and atmosphere by a diet of insects—the "pitchers" being in fact nothing less than very efficient insect traps. The entrance to the pouch is furnished with a lid and kept invitingly open by a thickened rim, which is often ornamented with sharp teeth.

Insects are tempted to this surface by a sweet honey-like juice which is exuded by special glands on the under side of the lid and on the rim of the pitcher. The bright colours with which the walls are adorned are also calculated to attract flying insects to the feast thus cunningly provided.

On the interior below the rim, extends a highly polished zone leading downwards into the pitcher, the whole of the remainder of the inner surface being covered with secreting glands which produce a fluid which collects on the floor of the vessel as a limpid, watery pool. Insects alighting on the pitchers, enticed by the sweet offered by the lid and rim, tend to wander into the pouch as they feed, shortly impinging on the slippery area situated immediately below the honey-baited zone.

This glassy floor offers no foothold, however, and the unhappy victims are precipitated downwards into the pool below, there to be drowned and their bodies disintegrated.

These remarkable plants are difficult to grow successfully in England, and, being natives of tropical Asia, require close treatment.

INTESTINAL
INACTIVITY

is one of the most potent causes of sick headaches, bilious attacks, ill-smelling breath, pimply and blotched skin. To correct this condition and to remedy ill-effects of Pinkettes are perfection they

PINKETTES

act so mildly yet so efficiently. Try them to-night, you'll feel better in the morning. Of chemists, or post-free, 60 cents per vial, from "Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai. Pinkettes Keep You Well."

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
SELLING

	2/3	2/3 1/2	2/3 1/4	2/3 1/8	2/3 1/16	2/3 1/32	2/3 1/64	2/3 1/128	2/3 1/256	2/3 1/512	2/3 1/1024	2/3 1/2048	2/3 1/4096	2/3 1/8192	2/3 1/16384	2/3 1/32768	2/3 1/65536	2/3 1/131072	2/3 1/262144	2/3 1/524288	2/3 1/1048576	2/3 1/2097152	2/3 1/4194304	2/3 1/8388608	2/3 1/16777216	2/3 1/33554432	2/3 1/67108864	2/3 1/134217728	2/3 1/268435456	2/3 1/536870912	2/3 1/1073741824	2/3 1/2147483648	2/3 1/4294967296	2/3 1/8589934592	2/3 1/17179869184	2/3 1/34359738368	2/3 1/68719476736	2/3 1/137438953472	2/3 1/274877906944	2/3 1/549755813888	2/3 1/1099511627776	2/3 1/2199023255552	2/3 1/4398046511104	2/3 1/8796093022208	2/3 1/17592186044416	2/3 1/35184372088832	2/3 1/70368744177664	2/3 1/140737488355328	2/3 1/281474976710656	2/3 1/562949953421312	2/3 1/1125899906842624	2/3 1/2251799813685248	2/3 1/4503599627370496	2/3 1/9007199254740992	2/3 1/18014398509481984	2/3 1/36028797018963968	2/3 1/72057594037927936	2/3 1/144115188075855872	2/3 1/288230376151711744	2/3 1/576460752303423488	2/3 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